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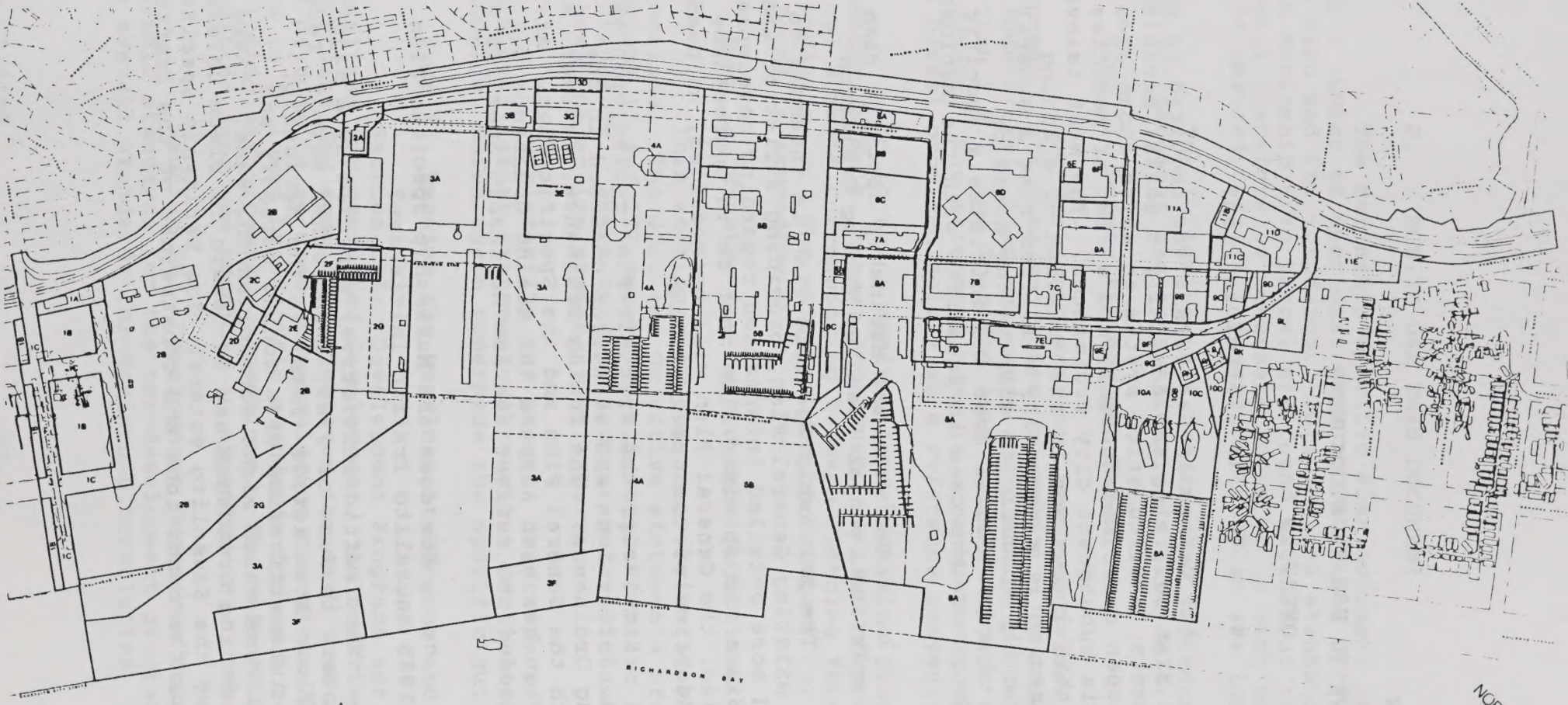


The MARINSHIP Specific Plan

PREPARED BY
The City of Sausalito, Planning Department
Sausalito, California

Walter Raleigh Stewart AIA
Planning Consultant

Diagram # 1:
SITE LOCATION

I. OVERVIEW

A. HOW TO USE THIS DOCUMENT

1. OVERVIEW

a. What is a Specific Plan?

All Cities in California are required to have a valid General Plan outlining the community's goals, acceptable land-use elements, a circulation system to serve those uses, programs for open space and housing, and a list of policies to be implemented via subsequent city ordinances. The most relevant ordinance to this discussion is the creation of a Zoning Ordinance. Frequently a community will find that a General Plan is not sufficiently specific to address the needs or opportunities of a particular area and initiates a Specific Plan study. Such has been the case in Sausalito with the Marinship area.

b. How does the Marinship Specific Plan relate to the existing General Plan and Zoning Ordinance?

The Marinship Specific Plan is intended to work alongside the existing General Plan, providing a list of updated objectives and more detailed information regarding development guidelines. Since the Specific Plan must be in conformance with the General Plan, the General Plan will be modified, as needed, prior to the Adoption of the Specific Plan.

Similarly, the Specific Plan relies upon many of the procedures, definitions and standards outlined in the existing Zoning Ordinance. The Zoning Ordinance, however, must conform to both the General Plan and the Specific Plan. After the Specific Plan has been adopted the Zoning Ordinance will be modified, as needed, to reflect the new Marinship Specific Plan directives.

c. How does the Marinship Specific Plan relate to the 1985 Sausalito Traffic Initiative?

The Traffic Initiative, approved by a majority of Sausalito voters in June of 1985, among other things, reduced the allowable Floor Area Ratios (FARs) in the Marinship, prohibited the intensification of a zoning category and prohibited variances which might accomplish the same. These changes to the Zoning Ordinance are to remain in place unless changed again by the Sausalito voters. The Marinship Specific Plan is bound by the conditions and constraints of the Traffic Initiative.

2. HOW TO USE THIS DOCUMENT

The Marinship Specific Plan document has been divided into a number of sections, each addressing a different aspect of the plan and its standards. Policies and standards affecting each Marinship area parcel are found throughout this document. It will therefore be necessary to refer to each document section to be assured that all aspects of the plan are identified.

The following is a recommended procedure to locate the relevant document sections affecting a particular parcel.

Step 1: Locate the desired Parcel

The Marinship area has been subdivided, for planning purposes, into planning zones (no relation to Zoning Categories or boundaries), planning areas and planning parcels. (See Section I.B.) The Specific Plan document refers to these Parcels by number. The attendant name is a commonly known description of the parcel provided solely as a reference convenience.

To locate a desired parcel examine Diagram # 2: Planning Parcels, Areas, and Zones. A list of the Assessor Parcel Numbers corresponding to each Planning Parcel is provided in Appendix- D. The existing zoning category for each Parcel can be found in Appendix- E.

Step 2: Examine the Development Objectives

This section provides an overview of Plans, Goals and Objectives. The Goal and Objective statements provided in Sections II and III supersede all other Specific Plan references or standards. Where conflicts occur between standards the relevant Objective statement will govern.

Supplementing the overall Objective material are individual intent statements throughout Section III: Development Standards, which again supersede the specific guidelines.

Step 3: Examine the Development Program and Standards

Section III: Development Programs set forth the guidelines for permitted development. An overview is provided describing any specific objectives for each zone and outlining the methods to be used in calculating the allowable development. This is followed by specific standards for each zoning category, including site-specific exceptions. The definitions of the permitted uses are provided in Appendix- B: Glossary of Terms.

Section IV: Development Standards describe the specific standards for the non-development program plan elements. The overall standards for Marinship circulation, individual

parcel access, standards for streets and ways, and the responsibility of individual parcel owners to provide these and other elements, are described in Section IV.A: Circulation, Access, Streets and Ways.

The policies and standards for parking, setbacks, site coverage, building heights and bulk, as well as other special requirements are outlined in Sections IV.B-G.

Appendix- C: Traffic Trip Generation Rates, contains useful information regarding traffic standards associated with the permitted uses. This information should be used when evaluating the development potential of a parcel (see Section III.A: Development Program, Overview.

Step 4: **Review the List of Public Projects and Specific Plan Implementation Sections**

A list of public projects, including those private projects for which the City may consider providing support, is provided in Section V: Public Projects. The major implementation funding options for public and private projects are described in Section VI: Specific Plan Implementation.

B. PLANNING ZONES, AREAS AND PARCELS

To simplify the planning analysis the Marinship has been divided into planning zones, areas and parcels. These have been created only as a planning convenience and do not necessarily reflect the zoning or use boundaries. A map locating these planning elements and a list of the study parcels is included at the end of this section.

1. PLANNING ZONES

The Marinship has been divided into planning zones: 1, 2 and 3. These correspond to the different traffic distribution zones as defined by DKS Associates, traffic consultants.

Zone 1 is the southernmost portion of the Marinship. It is bounded on the north by Spring Street and extends from Bridgeway to Richardson Bay. Zone 1 assumes that 60% of all weekday p.m. peak traffic will travel north while 40% will travel south.

Zone 2 is the central portion of the Marinship. It is bounded by Spring Street, Bridgeway, Harbor Drive and the bay. Zone 2 assumes that 70% of all weekday p.m. peak traffic will travel north while 30% will travel south.

Zone 3 is the northern portion of the Marinship. It is bounded by Harbor Drive, Bridgeway, and the northern city and

study limits. Zone 3 assumes that 80% of all weekday p.m. peak traffic will travel north while 20% will travel south.

2. PLANNING AREAS

Planning Areas were created to further subdivide the Marinship into manageable study portions. Like the Planning Zones, these do not necessarily reflect zoning or land use boundaries. The Planning Areas were subjectively evaluated by the planning team and divided into separate areas based on their current use, character identity, land form, and/or ownership.

3. PLANNING PARCELS

Each Planning Area has been subdivided into Planning Parcels. These parcels consist of existing individual assessor parcels under a single ownership (See Appendix- D: Planning Parcel Equivalent Assessor Parcel Numbers). When the ownership was not continuous or contiguous a separate planning parcel was created. The development programs will frequently refer to designations or restrictions at the Planning Parcel level of detail.

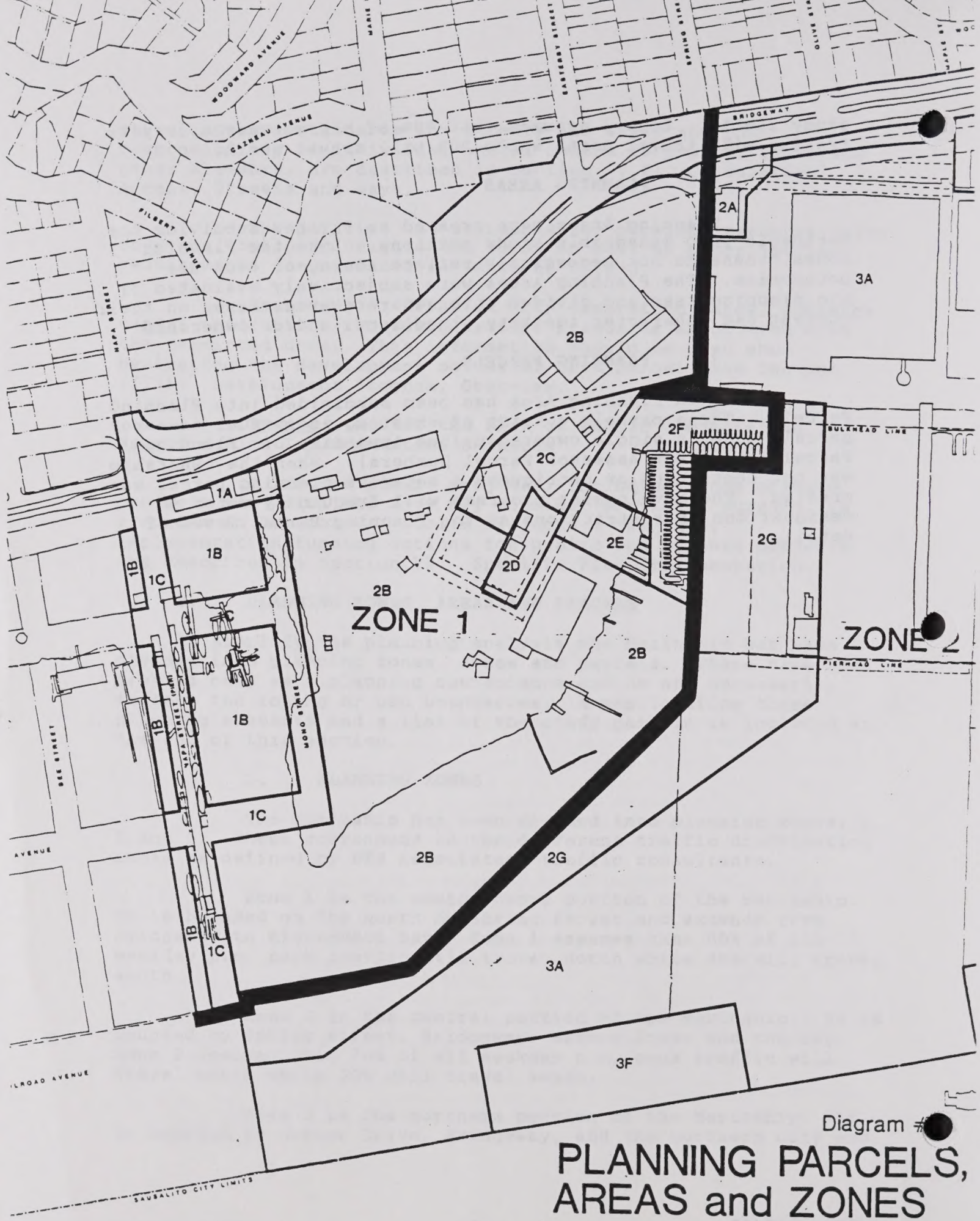
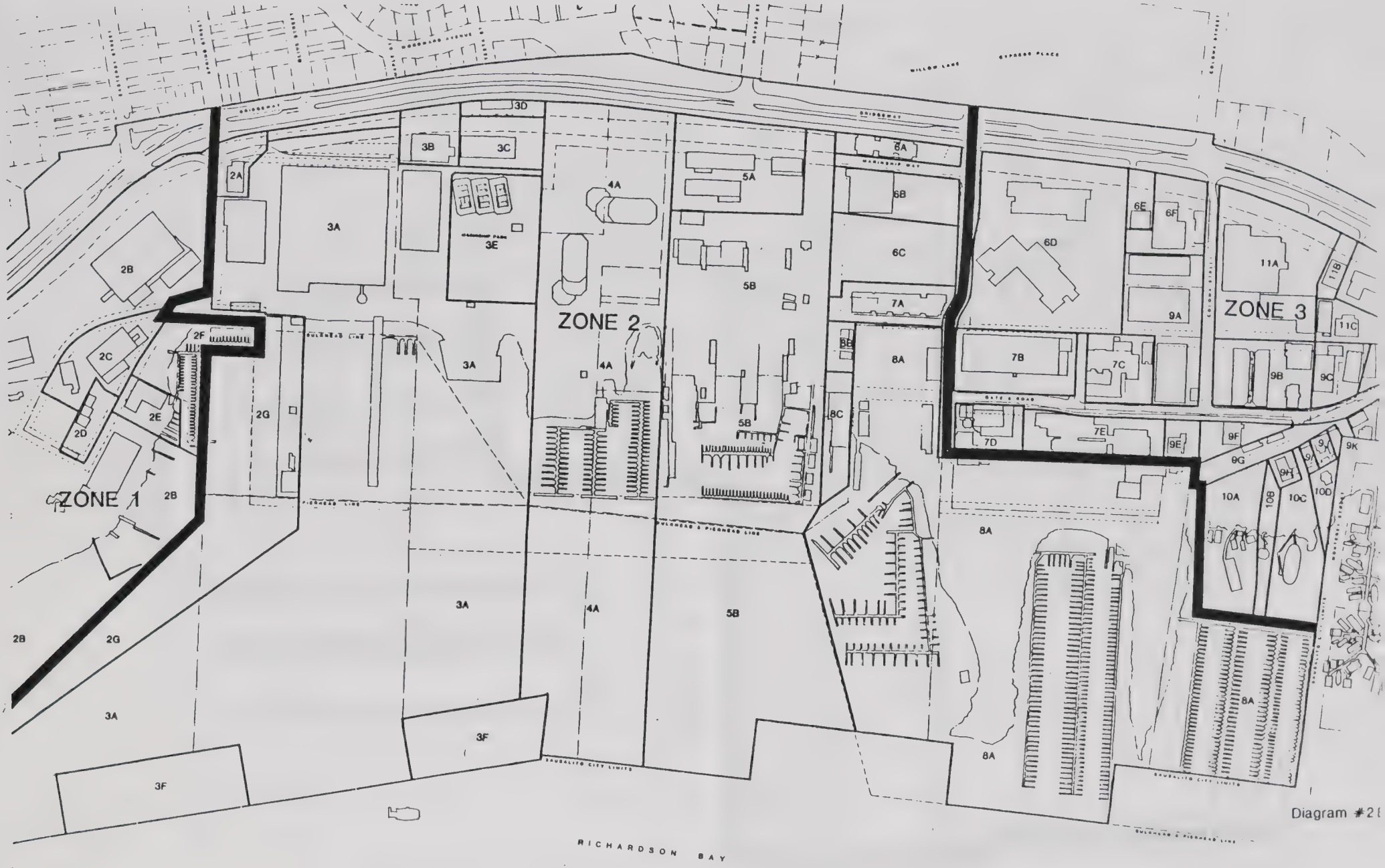


Diagram #

PLANNING PARCELS, AREAS and ZONES


ZONE 1
ZONE 2
ZONE 3
RICHARDSON BAY
2A
2B
2C
2D
2E
2F
2G
3A
3B
3C
3D
3E
3F
4A
5A
5B
6A
6B
6C
6D
6E
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7C
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9K
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11A
11B
11C

Diagram #2

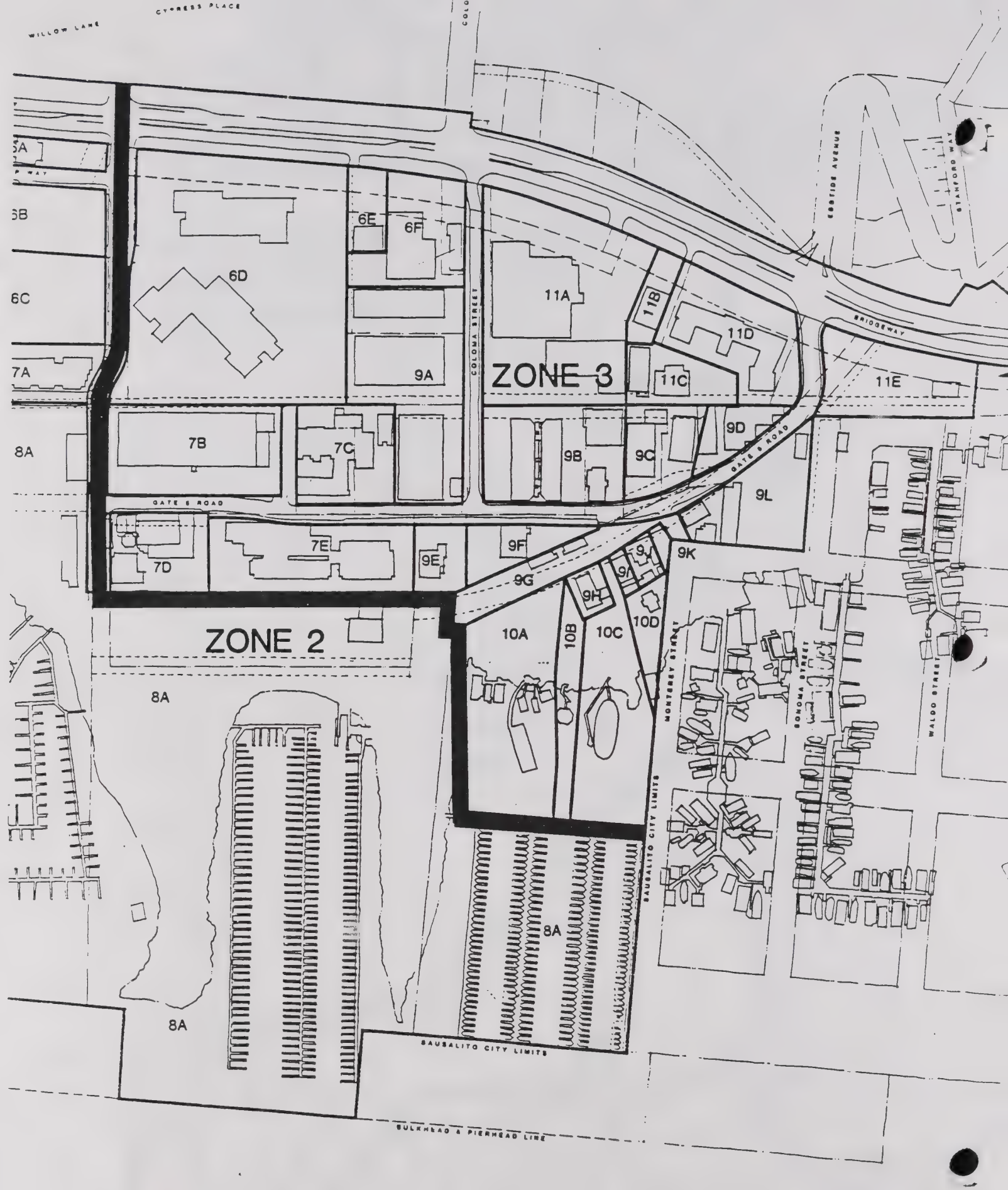


Diagram #2

RICHARDSON

TABLE A
LIST OF PLANNING PARCELS,
by Planning Area and Zone

ZONE 1

Planning Area 1:
- 1A "1750 Bridgeway"
- 1B Terra Landing
- 1C City of Sausalito

Planning Area 2:
- 2B Schoonmaker Point
- 2C Vincent Whitney-Interbay Lumber
- 2D Cement Gun Property
- 2E Easom's Boatyard
- 2F Clipper Yacht Harbor #1

ZONE 2

Planning Area: 2
- 2A Burkell Property (parcel north of Schoonmaker)
- 2G Annicelli (Sea K Fish)

Planning Area: 3
- 3A Army Corps of Engineers, Bay Model
- 3B Record Plant
- 3C SWA Offices
- 3D Office (Duryee)
- 3E Marinship Park
- 3F City of Sausalito

Planning Area: 4
- 4A Marina Plaza

Planning Area: 5
- 5A "Gerhardt" parcel west of Arques
- 5B Arques Shipyard, Gate #3

Planning Area: 6
- 6A "2401 Marinship Way"
- 6B Big "G" Super Market
- 6C Post Office site

Planning Area: 7
- 7A "150/180 Harbor Drive"

Planning Area: 8
- 8A Clipper Yacht Harbor #2, #3 & #4
- 8B Storage Area (west of 8C)
- 8C Spaulding Boatworks

TABLE A, continued

LIST OF PLANNING PARCELS,
by Planning Area and Zone

ZONE 3

Planning Area: 6
- 6D "One Harbor Drive"
- 6E Feng Nian Restaurant
- 6F Commercial / Office Area (Bridgeway at Coloma)

Planning Area: 7
- 7B Industrial Center Building
- 7C Heath Ceramics
- 7D Restaurant / Commercial Area (Saus. Food Co.)
- 7E "475 Gate 5 Road"

Planning Area: 9
- 9A Coloma Industrial Area
- 9B "200 & 150 Gate 5 Road Area"
- 9C Auto Repair Area (Swiss Garage, etc.)
- 9D Auto Repair Area (Paul's Cabinets, etc.)
- 9E Joe Ray Auto Body
- 9F Auto Storage Area (Jagger Enterprises)
- 9G Clipper Property (at Varda Landing Rd)
- 9H Varda Landing Studios (York)
- 9I Planeaway Sailboards, etc.
- 9J Small Boat Center (Gordy Nash)
- 9K Gate 5 Road Industrial (north of 9J)
- 9L Office / Retail / Storage (York)

Planning Area: 10
- 10A Houseboat Area (Anshen)
- 10B Houseboat Area (Kingman Prop. Co.)
- 10C Houseboat Area (Onslow-Ford, Vallejo)
- 10D Houseboat Area (Veit)

Planning Area: 11
- 11A Winblad Property (Bullard)
- 11B "3000 Bridgeway"
- 11C Health Club and Offices
- 11D "3030 Bridgeway"
- 11E "4000 Bridgeway"

C. LAND USE AND ZONING

The existing zoning categories, boundaries and much of the Zoning Ordinance remain unchanged in the Marinship Specific Plan. The Marinship Specific Plan does, however, focus the industrial and maritime orientation of the area by eliminating or severely limiting commercial office, retail, restaurants and residential uses. These have been determined to be either inconsistent with the industrial activities or generators of peak hour traffic, disproportionate to other preferred uses.The Marinship Specific Plan maintains the existing zoning category boundaries (see Diagram # 3). The list of permitted uses, however, will change (see Appendix -B: Glossary of Terms).

The major use changes, by zone, include:

- Industrial ("I") Zone:

New commercial office is no longer a permitted use; existing office buildings and uses may remain as permitted uses; only limited types of commercial uses and new full-service restaurants are allowed. Arts uses are distinguished from other industrial space, especially those considered Applied Arts.

- Waterfront ("W") Zone:

Currently considered a Commercial District, the Specific Plan distinguishes between industrial and commercial uses in this zone in the same manner as in the "I" zone; no retail or business service commercial use is permitted; no new pleasure boat harbors and only limited expansion of existing harbors will be allowed; marine service boat harbors are permitted; the definition of marine service boats is expanded to reflect Sausalito's traditional waterfront uses; live-aboard use of marine service and pleasure boats is allowed, and houseboats are permitted in the "H" zone, and those houseboats that existed on or before July 1, 1985 may be legalized with a Conditional Use Permit.

- Houseboat "H" Zone: no use changes.

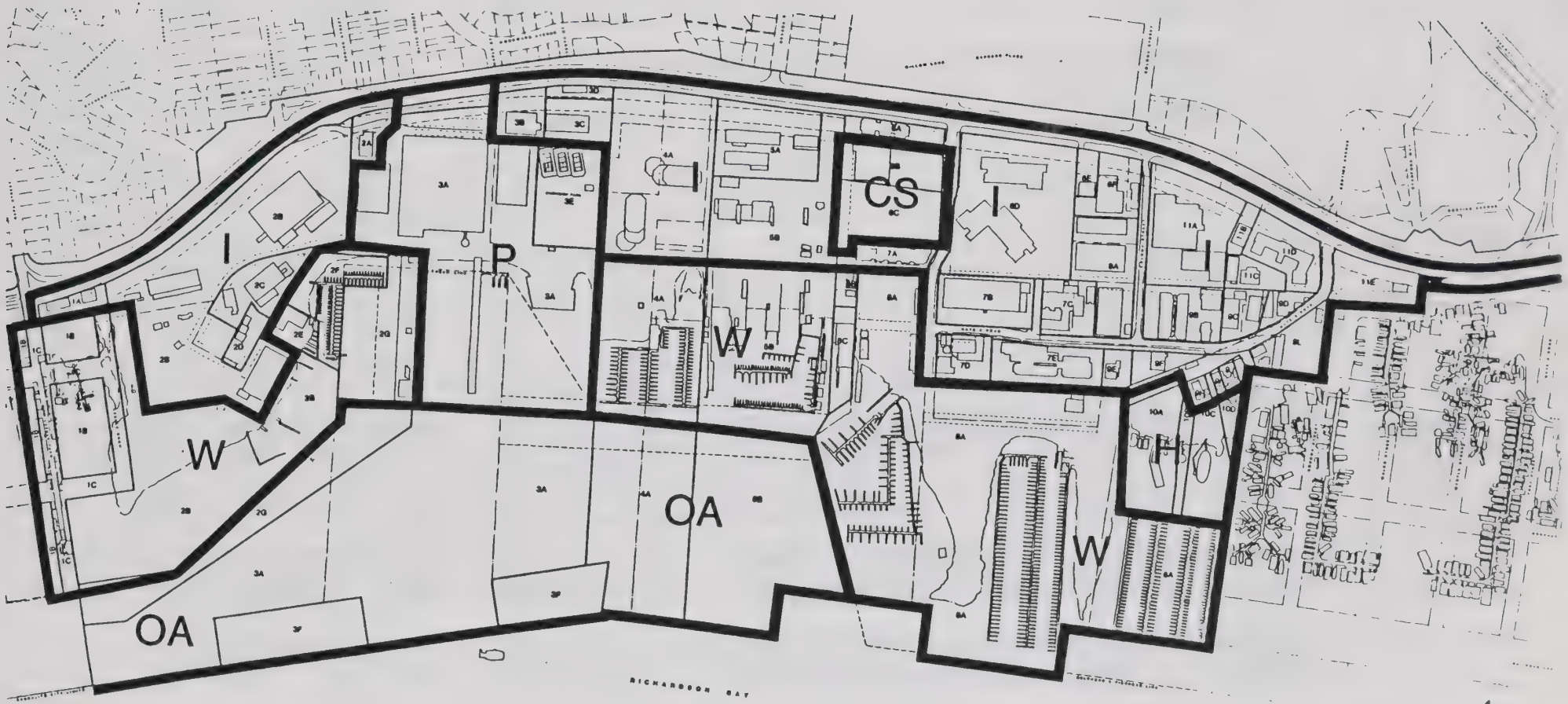
- Shopping Center ("CS") Zone:

The only permitted uses in this zone are: full service supermarket, warehousing, lumberyards, and dry boat storage.

- Public ("P") Zone: no use changes.

- Open Space ("OA") Zone: no use changes.

Use Designations: Table B: Use Designations summarizes the use assignments for each Marinship Planning Parcel. See Section III: Development Programs for detailed information.



The MARINSHIP Specific Plan

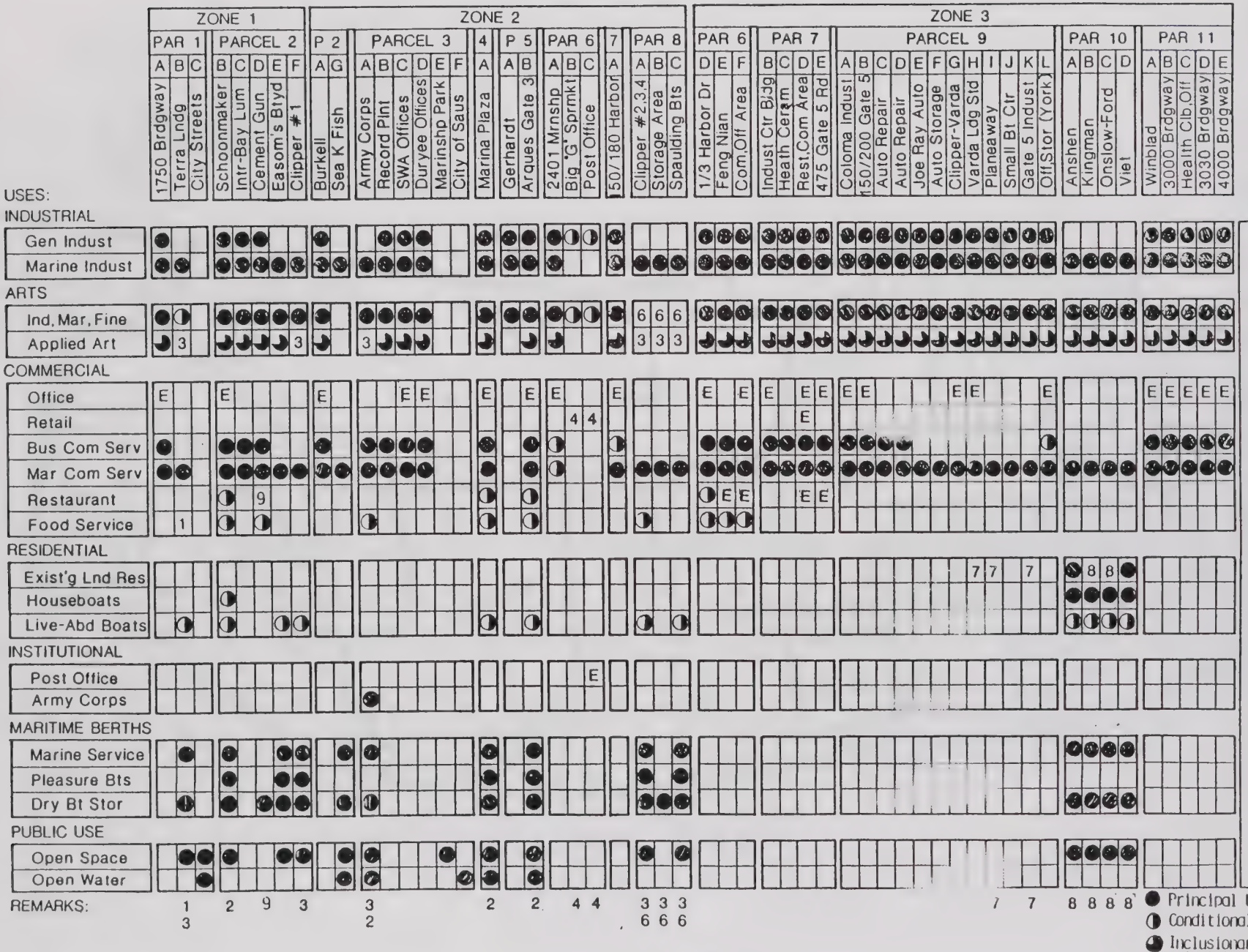
Prepared by
The City of Sausalito, Planning Department
Walter Raleigh Stewart AIA

Diagram #3
ZONING MA

MARINSHIP Specific Plan

Use Designations

TABLE # B



REMARKS:

1. Food Serv-Fish Sales only
2. "M" Zone-Marine Serv Comm only
3. Marine Applied Arts only in "M" Zone
4. Full Service Supermarket With CUP: Lumberyard, Warehouse, Dry Boat Storage only
6. Indus, Marine Arts only
7. Existing Legal Non-Conforming Resid.
8. One Land-Base Resid. permitted
9. As CUP and only if Parcel 2D develops as part of Parcel 2B development

E: Existing Legal Permitted

II. DEVELOPMENT OBJECTIVES

A. GENERAL INTENT

It is the Marinship Specific Plan development objective to retain, yet focus, the 1970 Sausalito General Plan objectives (PART V, Division 1, Section 2101):

"1. To promote the waterfront area and promote diversified water-dependent uses.

"2. To promote the development of other lands in the Marinship with industrial uses and uses compatible with an industrial area."

B. MARINSHIP SPECIFIC PLAN GOALS

To accomplish the General Intent the following shall serve as a list of goals to be considered when evaluating proposed development in the Marinship.

1. Preserve and enhance the maritime history and character of the Marinship. This shall include giving, to the extent determined reasonable, development preference to marine uses and maritime industries.

2. Preserve and enhance the industrial character and use of the Marinship.

3. No new commercial office development will be allowed in the Marinship. Office use, determined to be accessory to a permitted use, will be allowed. Existing or approved office buildings and uses may remain as permitted uses.

4. It is the intent of the plan to preserve the Marinship as an area primarily oriented to the use and service of Sausalito residents, not tourists.

5. It is the intent of the plan to discourage the development of non-industrial commercial businesses that are determined by the City to displace industrial and marine businesses, or that would disproportionately contribute to the traffic generation.

6. It is the intent of the plan to encourage development that produces low levels of traffic generation.

7. It is the intent of the plan to encourage, to the extent possible, mixed use rather than single use development, especially on larger parcels.

8. The amount of commercial service use permitted on a site should be significantly limited in comparison to the amount of industrial use.

9. The amount of restaurant and food service use in the Marinship should be linked to the local working population it would serve and be no more than the minimum size needed to serve that projected population.

10. Additional houseboat development in the Marinship is not allowed outside of the "H" zone. Houseboat use, as approved by the City and BCDC, will be permitted under the following circumstances:

a) On "H" zone parcels;

b) Houseboats existing in permitted recreational marinas, on or before July 1, 1985 and in residential use, on July 1, 1985, may be legalized with a Conditional Use Permit; and

c) Other houseboats existing in Sausalito on or before July 1, 1985 and in residential use as of that date may be legalized with a Conditional Use Permit, provided the applicant demonstrates to the City's satisfaction that the houseboats will be a necessary and integral part of a working waterfront and will fulfill the requirements of the public trust doctrine, the Richardson Bay Special Area Plan, and the San Francisco Bay Plan.

11. Maintain an urban rather than suburban character in the Marinship. This shall apply to considerations of use, building style and treatment, landscaping, and support elements.

12. Development plans should recognize the aesthetic and social value of small-scale, individual activities as a vital component in the overall composition of the Marinship.

13. Uses and development plans that permit and encourage public access and use of the water and waterfront shall have preference over those that do not.

14. Waterfront parcels shall provide approved public access to and from the water, including (where determined possible) limited amounts of temporary public small boat tie-up space.

15. Development plans should give special attention to the establishment and enhancement of the pedestrian and bicycle pathways to and through the Marinship.

16. An intent of the plan is to maximize the amount of real and effective open water and shoreline area.

17. Development plans shall preserve and enhance both the identified view corridors (see Diagram #6) and, to the extent possible, other view opportunities to and through the area.

18. It is the intent of the plan to preserve and enhance the viability of the commercial fishing industry in Sausalito and the Marinship.

19. The plan shall preserve and enhance public navigational channels in the Marinship.

20. It is the intent of the plan to improve the water quality of the Richardson Bay by restricting any potential pollution by Marinship developments. Development proposals will be evaluated with regard to their pollution control techniques, such as controlling runoff and restricting uses to non-polluting uses as provided in the Richardson Bay Special Area Plan.

21. Any proposed Marinship development shall identify the nature and scope of any natural hazards, such as soils or geological conditions, and satisfactorily mitigate such hazards before construction. The City may determine that some uses or types of construction are considered not to be in the public's interest and safety to permit. Justification of any such use or development will be the responsibility of the applicant.

III. DEVELOPMENT PROGRAMS

A. OVERVIEW

The following Development Programs are listed by the corresponding zoning category. Zoning categories are created in response to General or Specific Plans, not vice versa. However, the 1985 Sausalito Traffic Initiative fixed the existing boundary lines in their current locations and does not permit the realignment of those boundaries or zone designations except when changing to a less development intensive category.

The following Development Programs are intended to be consistent with the Development Objectives. Where conditions arise that are not spelled out in this plan, or it is necessary to interpret the intent of the plan, any objective or intent statement shall be used as the basis of evaluation. Unless otherwise noted the standards are derived from or relate to the existing City of Sausalito standards.

Unless noted otherwise, the typical method for determining the development capacity, or permitted "Floor Area" (see Zoning Ordinance, Section 10.102), of a Marinship parcel is to multiply the "Parcel Area" (Gross parcel area exclusive of certain easements, ways, etc. See Zoning Ordinance Section 10.201) times the maximum "Floor Area Ratio (FAR)" (see Zoning Ordinance, Section 10.102).

The development program described below was prepared in response to, among other factors, the limitations of the current zoning. The current Floor Area Ratio (FAR) standards in the Zoning Ordinance were approved by the voters of Sausalito in the 1985 Traffic Initiative and cannot be exceeded without another majority vote of Sausalito voters.

Several Marinship Specific Plan designations incorporate the concept of inclusionary development requirements (See Appendix-B: Glossary of Terms). These are in the form of maximum development intensity ratios that would be permitted, as a function of another use ratio. For example:

- Use "A" is permitted a maximum Floor Area Ratio (FAR) value of "x%";

- Use "B" is an inclusionary use and is permitted only when developed with use "A". The FAR for use "B" is defined as being no more than "y%" of use "A's" as built "x%" FAR.

One of the Specific Plan guidelines is to limit the potential northbound traffic increases in the area, especially on Bridgeway, during the weekday evening Peak Hour. The traffic impacts associated with the permitted uses should be major factors in determining the permitted development intensities.

To this end, the Marinship Specific Plan has established maximum development intensity standards based upon, among other things, the relative traffic impact of uses compared to general industrial development. New development and redevelopment applications in the Marinship shall conform to the standards contained in this plan.

One goal of the Marinship Specific Plan is to reduce the potential traffic impact of future Marinship developments by designating largely low traffic generating uses. Many existing parcels contain comparatively high traffic generating uses, such as office and other commercial businesses. These particular existing uses produce a disproportionately greater amount of traffic than do the preferred industrial businesses.

Many of these existing commercial uses also occur at FAR levels higher than would be permitted by the Specific Plan. Even though these parcels contain "excessive" amounts of commercial floor area they would be allowed to develop additional industrial floor area under the conditions of the existing zoning.

For example, an industrial parcel is allowed a 40% FAR. The parcel may contain only office use and is developed to the former 25% FAR maximum level for commercial use. Under the current zoning the parcel would be permitted to develop an additional 15% FAR in industrial uses.

The provisions in the Marinship Specific Plan seek to address the equity of potential traffic impacts among the parcels. The proposed solution is to establish general industrial traffic generation as the common denominator for evaluating the effective Floor Area Ratios (FAR) for existing development.

The Marinship Specific Plan proposes to convert the FAR for those existing commercial uses generating northern bound PM peak hour traffic (the most critical traffic condition) greater than general industrial uses into an equivalent industrial FAR, based upon their relative traffic generation characteristics.

This is accomplished by evaluating the existing parcel development, determining the actual FAR ratios for the various uses, focusing upon those existing uses that generate greater traffic than does general industrial, and identifying the increment of FAR for those uses that exceed the limits proposed in the Specific Plan. That FAR increment above the proposed level is converted to its industrial Traffic Trip Generation Equivalent FAR and then added to the other FAR values for the parcel. The adjusted total is then compared with that allowed to determine if additional development would be permitted.

The following examples demonstrate the development FAR evaluation that would occur using this analysis technique:

Example 1:

Parcel "A": Industrial zone,
maximum FAR = 40%

Assume:
- Existing Industrial use equals 10% FAR;
- Existing Commercial use equals 25% FAR;
- Commercial uses can not exceed 15% FAR;
- The northbound, weekday PM Peak hour trip generation rate of this particular Commercial use is **less** than or equal to the rate for general industrial use;

Question:
- How much, if any, development would be allowed?

Solution:
- Since the commercial use generates **less critical traffic** than industrial the full value of the existing FAR can be used.

Therefore:
- Allowable FAR = 40% - (Ind: 10% + Com: 25%)
  = 40% - 35%
  = 5%

  An additional 5% FAR in industrial development would be permitted.

Example 2:

Parcel "B" Industrial zone,
maximum FAR = 40%

Assume:
- Existing Industrial use equals 10% FAR;
- Existing Commercial use equals 25% FAR;
- Commercial uses cannot exceed 15% FAR;
- The northbound, weekday PM Peak hour trip generation rate of this particular Commercial use is **three times** the rate of general industrial use;

Question:
- How much, if any, development would be allowed?

Solution:
- Since the Commercial use has a **greater traffic generation rate** than general industrial, its industrial equivalent must be analyzed and then the effective FAR determined.

Therefore: - Excess Commercial FAR = 25% - 15%
= 10%

Industrial traffic equivalent = 10% x 3
= 30%

Non-Industrial FAR = allowable + equivalent
= 15% + 30%
= 45%

Allowable FAR = 40% - (Ind: 10% + Com: 45%)
= 40% - 55%
= -15%

No additional development would be permitted because the existing development is considered to already exceed the allowable FAR.

This development analysis method would have a significant impact upon several parcels. For example, Marina Plaza, One/Three Harbor Drive, SWA, Feng Nian Restaurant, and other parcels have developed only the commercial portion of the allowable FAR. Though they have more commercial development than would be allowed under the Specific Plan they would be permitted additional industrial development under the current zoning. They would not be permitted additional development using the Traffic Trip Generation Equivalent analysis technique based on current trip generation rates.

The trip generation rates for the permitted use classifications are provided in Appendix- C. These rates were provided by DKS Associates, traffic engineers. The City should periodically reevaluate these rates to insure their accuracy and relevance to the Marinship.

B. DEVELOPMENT PROGRAMS

The permitted uses listed below are defined in APPENDIX: B. Glossary of Terms, in this document.

1. INDUSTRIAL ("I") ZONE

GENERAL INTENT

It is the objective of this zoning category to provide for industrial, service and arts uses, with the necessary support elements considered important to the City of Sausalito. This objective includes the general exclusion of commercial uses such as office, which could instead be designated in other areas of the City.

Uses in the Marinship area should be limited to the following, and similar general types of uses as approved by the City, consistent with the goals, objectives and functional organization of the Marinship Specific Plan.

Non-polluting, low traffic generating, low intensity industrial uses, and the following uses to the extent they are compatible to an industrial area: warehousing; wholesale trade establishments; light manufacturing; office service and supply and industrial service and supply; art, including Fine Arts, Maritime Arts, Industrial Arts and Applied Arts, and craft workshops (no retail sales); industrial or marine-oriented research and development laboratories; small-scale appliance and equipment repair and service; boat storage, yacht clubs; wholesale and retail fish sales; employee eating establishments (independent eating establishments should be permitted only after review to determine the need for such a facility to serve the needs of the employees in the Marinship area and determination that the location and signing does not encourage use by persons outside the Marinship area).

Furthermore, the "I" zone shall:

- Permit existing office buildings and uses to remain:

- Prohibit general retail sales, except as a part of a commercial service business (one serving the needs of, and complementary to, the needs of the Marinship, such as a chandlery);

- Permit performing arts theater studio and rehearsal use. Occasional live performance presentation and film uses may be permitted with the approval of a Conditional Use Permit.

a. TYPICAL CONDITION

The Industrial ("I") zone is the Marinship's largest and includes the widest variety of permitted uses. To the extent possible, especially on the larger sites, a mixture of uses is to be encouraged.

Unless noted otherwise, the typically permitted uses in the "I" zone parcels include: general industrial, marine industrial, arts, commercial service, limited amounts of restaurant and food service, and dry boat storage uses categories. Existing legal office, full service restaurant, and residential uses may remain as permitted uses, as noted elsewhere in this document.

The uses permitted in the "I" zone are defined in Appendix- B: Glossary of Terms. These are further qualified by the following standards:

Arts:

It is the intent of the Arts designation to allow art studio space, not retail art galleries. It is not the intent, however, to prohibit a limited number of "sales events" on-site, featuring the sale of art creations by the artist. The amount of permitted studio space dedicated to formal art display shall be limited. Signage or advertisement of the retail activity, if done on a regular basis, is prohibited. The sale of art work is to be by the actual artist or by a temporary assistant or employee.

Applied Arts:

Applied Arts is to be an inclusionary Arts use (e.g., it is only permitted in association with other Arts uses on a specific parcel). Applied Arts is not to exceed 50% of all Arts use on a parcel, and will be allowed only with the approval of a Conditional Use Permit.

Commercial Office:

The only new office use permitted in the Marinship will be limited to accessory office use (the small amount of office activity needed to administer the operations of an approved use). No new Commercial Office use will be permitted in the Marinship. Existing office buildings and uses may remain as permitted uses.

Commercial Retail:

No new Commercial Retail areas will be permitted in the Marinship. Commercial Retail will be permitted in the form of a full-service supermarket (in the CS Zone) or on parcels, and in amounts, where retail use has been previously approved by the City.

Commercial Restaurants:

A limited number of Commercial Restaurants will be permitted in the Marinship. Existing Restaurant use will continue to be permitted on parcels, and in amounts, where restaurant use has been previously approved by the City. A limited number of small restaurants (limited dining on the premises) will be permitted in the "I" zone within the Marinship. Restaurants with up to 40 seats may be permitted with a Conditional Use Permit on planning parcels of at least four acres. Applications for new restaurants shall require an analysis of the need for such a facility to serve

the needs of employees in the Marinship. A determination shall be made that the location and signing does not encourage use by persons outside the Marinship.

Commercial Food Service:

Commercial Food Service (no dining on the premises) will be permitted with a Conditional Use Permit in the Industrial Zone within the Marinship. The amount of food service square footage permitted on a parcel shall be determined after an analysis of the need for such a facility to serve the needs of employees in the Marinship. A determination shall be made that the location and signing does not encourage use by persons outside the Marinship.

Residential:

No new residential use will be permitted in the "I" zone. Existing, legal, residential use may remain as a permitted use on parcels, and in amounts, as have been previously approved by the City.

Public Access:

All shoreline parcels in the Marinship shall provide for the temporary tie-up of small boats, as required by the City. The number of such spaces shall be a minimum of one per parcel or 2% of the total number of berths in the harbor, whichever is greater, unless otherwise approved by the City.

The allowable development program for the "I" zone shall be as provided in the zoning ordinance, subject to the additional requirements and limitations of this plan. The zoning ordinance shall identify the maximum allowable Floor Area Ratio (FAR) as well as any specific ratios between the amounts of permitted uses. (Currently, the zoning ordinance FAR is 40% with no more than 15% in commercial use).

To maintain the industrial emphasis of this zone, no more the 40% of the permitted FAR shall be allowed for commercial uses. Such commercial use refers to commercial office, commercial services, restaurants and food services. Accessory office use is not included in this consideration. Commercial uses shall be permitted when developed with approved non-commercial uses.

The number of dry boat berths shall not exceed 100 berths per acre.

b. SITE-SPECIFIC EXCEPTIONS

The following are site-specific exceptions to the typical "I" zone program standards described above.

ZONE 1

Planning Area 2:

2B Schoonmaker Point

The collection of parcels constituting what is frequently referred to as "Schoonmaker Point" represents one of the largest planning areas in the Marinship. This condition lends itself to a mixed use development concept. Sufficient amount of industrial and arts uses may create a demand for additional uses, such as commercial services and food services.

Though not required to do so, to the extent it is feasible, the major original buildings, the Three Bay "Schoonmaker Building" and the "55 Foot Tall" Building, should be maintained and used in an adaptive reuse development program. These buildings appear to be well suited for industrial and arts uses.

Limited views of Richardson Bay from the Bridgeway corridor are currently possible through the site. Future building development and landscaping should attempt to minimize view blockage.

2D Cement Gun Property

This property is currently owned by many of the same investors as Parcel 2B, Schoonmaker Point, and is virtually surrounded by the same. It may be useful to consider it within the same context when evaluating the potential mix of uses in this area. Restaurant and food service is permitted on this parcel if developed as a part of the larger surrounding parcel group (e.g., Schoonmaker Point).

ZONE 2

Planning Area: 3

3B Record Plant

The existing recording studio and blueprint service uses on this parcel contribute to the area. In addition to any industrial development, expanding the art and service use of this parcel is desirable. Any additional development on this parcel is likely to occur at a second level or upon the Bridgeway embankment. No floor or roof area of the any future structure should have an elevation above the Bridgeway curb at this parcel boundary.

3C SWA Offices

This parcel has been the site of local design firms for many years. Given the size and nature of the individual businesses on this parcel, the primary use could be considered to be Applied Arts. Currently, however, the combined traffic effect results in a parcel that more closely resembles office use. For this reason, the existing use is assumed to be commercial office.

3D Office (Duryee)

The only Applied Arts use that will be permitted is Marine Applied Arts.

Planning Area: 4

4A Marina Plaza

The collection of assessor's parcels constituting what is currently referred to as "Marina Plaza" is one of the larger planning parcels in the Marinship. This condition lends itself to a mixed-use development concept. Sufficient amounts of industrial and arts uses may make it possible to support such additional uses as commercial services and restaurant and food services.

Planning Area: 5

5A "Gerhardt" (parcel west of Arques)

This central Marinship site is well located for industrial use. To the extent possible the development plan should coordinate its mix of uses and building siting to take advantage of its proximity to the to the larger adjacent Parcel 5B: (Arques Gate 3). No Applied Arts, Commercial Service, Food Service, or Dry Boat Storage use will be permitted on this parcel.

5B Arques Shipyard, Gate #3

This parcel is large, has remained in a single ownership for many years, and with its water access, represents the greatest remaining opportunity in the Marinship to create a significant marine service center. The development objective for this parcel is that it be used for a mixed-use development concept focusing upon industrial and art uses, especially those oriented to, and complementary to, marine services. Its central Marinship location, as well as the potential for significant amounts of industrial and arts uses, justifies such additional uses as commercial services and food services.

Planning Area: 7

7A "150/180 Harbor Drive"

Retail sales of art and business supplies are not permitted.

ZONE 3

7B Industrial Center Building (ICB)

The Industrial Center Building contains a unique mix of arts uses including Industrial, Marine, Fine, and Applied Arts, as well as manufacturing and commercial activities. It is the objective of the Specific Plan to preserve this type of arts-based use on this site.

7E "475 Gate 5 Road"

This parcel contains a mix of industrial, office, commercial and restaurant uses. Maintaining a mix of uses is the development objective.

Planning Area: 9

9A Coloma Industrial Area
9B "200 & 150 Gate 5 Road Area"
9C Auto Repair Area (Swiss Garage, etc.)
9D Auto Repair Area (Paul's Cabinets, etc.)
9E Joe Ray Auto Body
9F Auto Storage Area (Jagger Enterprises)
9G Clipper Property (at Varda Landing Rd)
9H Varda Landing Studios (York)
9I Planeaway Sailboards, etc.
9J Small Boat Center (Gordy Nash)
9K Gate 5 Road Industrial (north of 9J)
9L Office / Retail / Storage (York)

This group of parcels constitutes a significant collection of industrial and service uses in the Marinship. The combined effect is a true mixed-use neighborhood. Most parcels are developed in excess of the FAR limits in the current Zoning Ordinance. Many of the buildings, especially those along Gate 5 Road, are older, need rehabilitation, and therefore represent a special problem when considering the issues of code compliance and conversion to new uses. Because of the low elevations, most parcels along the eastern edge of Gate 5 Road are subject to periodic flooding.

9E Joe Ray Auto Body
9F Auto Storage Area (Jagger Enterprises)
9G Clipper Property (at Varda Landing Rd)

9H Varda Landing Studios (York)
9I Planeaway Sailboards, etc.
9J Small Boat Center (Gordy Nash)
9K Gate 5 Road Industrial (north of 9J)

The only Commercial Service allowed on these parcels is Marine Commercial Service.

9L Office / Retail / Storage (York)

Retail Sales of art and business supplies are not permitted.

Planning Area: 11

11E "4000 Bridgeway"

This site is located at the gateway to Sausalito and the Marinship. New development including a mix of uses, building scale, variety of texture, visual quality, parking treatment, and open space was constructed in 1987. The development objective for this parcel is the same as for other adjacent Bridgeway frontage parcels except that the final expression of this mix is of greater importance, given its high visibility.

2. WATERFRONT "W" ZONE

GENERAL INTENT

Uses in this area should be limited to the following and similar general types of uses as approved by the City, consistent with the goals, objectives and functional organization of the General Plan and Specific Plan.

Development in this zone should reinforce and support the Marinship's maritime trades and industries. The Marinship Specific Plan intent for the "W" Zone includes the following marine-oriented uses: boat harbors, piers, wharves, and launching ramps; boat storage; boat sales, rental, building, repair and service; commercial and sport fishing facilities; wholesale and retail fish sales; marine equipment sales, manufacture, service and repair; tax-exempt yacht clubs; marine research laboratories. A terminal for a ferry or similar marine transportation shall not be located in the Marinship area.

Further "W" zone requirements shall include:

- No new recreational boat harbors will be permitted in the Marinship area. Existing harbors can be redeveloped and improved. These harbors may also be expanded on the same Planning Parcel by no more than 10% of the number of berths existing or approved by the City at the time of plan adoption,

and as allowed and permitted under the Zoning Ordinance. Any new harbor development in the Marinship must be developed for marine service, not recreational boat use. All harbor plans must be reviewed and approved by the City's Design Review Board.

- Every harbor shall have a maximum feasible percentage of its water area in an open, contiguous, regularly shaped configuration. The open water area should make it possible to clearly view Richardson Bay from the shoreline. The percentage of open water area to be required shall be decided by the City.

- Every harbor should have at least one pump-out facility available to the public.

- All harbor plans shall be reviewed and approved by the City and the City's Design Review Board.

- When reviewing a harbor development application the City should consider the potential use of toxic materials and apply relevant standards and City policies if applicable.

- The proportion of food provisioning in marine supply businesses to other marine supply elements should remain small enough that it will qualify as "limited accessory food provisioning" and not characterize the nature of the business.

- Yacht clubs are to be carefully controlled. Only tax-exempt, public service or use facilities, or limited size facilities to accommodate the temporary need of transient boaters will be considered.

- Houseboat marina development outside the "H" zone is not permitted. Houseboat use in the "W" zone, as approved by the City and BCDC, will be allowed with a Conditional Use Permit under the following circumstances:

1) Houseboats existing in permitted recreational marinas, and in residential use, on or before July 1, 1985, may be legalized after meeting the conditions of the City and BCDC; and

2) Other houseboats existing in Sausalito on or before July 1, 1985 and in residential use as of that date may be legalized, provided the applicant demonstrates to the City's satisfaction that the houseboats will be a necessary and integral part of a working waterfront and will fulfill the requirements of the public trust doctrine, the Richardson Bay Special Area Plan, and the San Francisco Bay Plan.

a. TYPICAL CONDITION

The Waterfront ("W") zone has been a major focal point of the Marinship Specific Plan effort. The existing "W" zone is

considered to be a Commercial District. As such, all uses in this zone are considered to be commercial. One element of the Specific Plan, in this zone, has been to distinguish between permitted industrial and commercial uses in the same manner as is currently done in the "I" zone. To this end the definition of Marine Industrial use has been narrowed to focus upon the industrial and service uses, relocating the marine commercial service uses to the Commercial Service use category, where they are separately controlled.

Unless noted otherwise, the typically permitted uses in the "W" zone include: marine industrial, arts, marine commercial service, food service, houseboats (no new houseboats allowed--existing houseboats may be legalized with a Conditional Use Permit), live-aboard use of marine service and pleasure boats, dry boat storage, marine service berths, pleasure boat berths, and open space. The uses permitted in the "W" zone are defined in Appendix- B: Glossary of Terms. These are further qualified by the following standards:

Applied Arts:

Applied Arts shall be limited to those uses listed in the marine applied arts sub-category and will be allowed only with the approval of a Conditional Use Permit.

Commercial Service:

Only Marine Commercial Service is permitted in the "W" zone.

Commercial Food Service:

Commercial Food Service (no dining on the premises) and small-scale Eating Establishments (with limited dining on the premises, not to exceed 20 seats) will be permitted with a Conditional Use Permit on "W" Zone sites. The amount of food service square footage permitted on a parcel shall be determined after an analysis of the need for such a facility to serve the needs of employees in the Marinship. A determination shall be made that the location and signing does not encourage use by persons outside the Marinship.

Residential:

No new land-based residential use shall be permitted in the "W" zone.

Houseboats:

No new houseboat marinas will be permitted in the Marinship. Houseboat use in the "W" zone, as approved by the City and BCDC, will be allowed with a conditional use permit under the following circumstances:

1) Houseboats existing in permitted recreational marinas, and in residential use, on or before July 1, 1985, may be legalized after meeting the conditions of the City and BCDC; and

2) Other houseboats existing in Sausalito on or before July 1, 1985 and in residential use as of that date may be legalized, provided the applicant demonstrates to the City's satisfaction that the houseboats will be necessary and integral part of a working waterfront and will fulfill the requirements of the public trust doctrine, the Richardson Bay Special Area Plan, and the San Francisco Bay Plan.

Liveaboard Residential Use of a Pleasure Boat:

The number of liveaboard boats in a pleasure boat harbor is strictly limited by both the Marinship Specific Plan and BCDC. The intent of this standard is to prohibit the multi-family or commercial use of these liveaboard recreational boats.

Liveaboard Residential Use of a pleasure boat will be permitted in an approved harbor with a Conditional Use Permit, where it can be demonstrated to the City's satisfaction that such liveaboard use is needed for security purposes in an approved harbor. Liveaboard use of an individual boat will require an Occupancy Permit. Any liveaboard use must satisfy the requirements of BCDC, the provisions of Sausalito's adopted version of the Richardson Bay Special Area Plan, and either be connected to an approved sewer system or have an acceptable sewerage holding tank with an adequate ejection system. All marinas with liveaboard boats shall also have onshore restrooms and showers approved by the Marin County Health Department and at least one pump-out station available on a regular basis for the benefit of the marina users. It is the intent of the City to develop a water quality monitoring program in marinas with liveaboard use. If the water quality in a marina is found to be unacceptably low, the City may require the installation of additional pumpout facilities.

The number of liveaboard pleasure boats permitted in a Marinship recreational marina shall be determined at the time the Conditional Use Permit is

approved, and shall not exceed 10% of the number of berths in the marina. It is City policy that a percentage of the recreational liveaboard berths should be reserved for persons of low and moderate income. As a policy guideline, this percentage should be 50%, so that half of whatever number of liveaboards exist in a recreational marina should eventually be reserved for persons of low and moderate income. In existing marinas, this policy should be implemented on the basis of attrition. For marinas receiving approval for expansion, one-half of all new liveaboards allowed should be reserved for low and moderate income persons. Criteria for low and moderate incomes shall be designated by the City Council from time to time.

Pleasure Boat Berths:

No new pleasure boat harbors will be permitted in the Marinship. Existing or previously approved harbors may continue to exist, be upgraded, remodeled and redeveloped. The number of pleasure boat berths is restricted to the limits of the zoning standards. The number of pleasure boat berths may be expanded, within Zoning Standard allowances, up to 10% of approved or existing berths, with approval of a Conditional Use Permit.

Marine Service Berths:

Marine Service berth harbor is the preferred type of harbor in the Marinship.

Marine Service Live-Aboards:

Marine service use is one of the most desired uses in the Marinship. Residential use of the boat is only permitted when it can be demonstrated that it is necessary to provide the marine service. Any liveaboard use must satisfy the requirements of BCDC, the provisions of Sausalito's adopted version of the Richardson Bay Special Area Plan, and either be connected to an approved sewer system or have an acceptable sewerage holding tank with an adequate ejection system. All marinas with liveaboard boats shall have onshore restrooms and showers approved by the Marin County Health Department and at least one pump-out station available on a regular basis for the benefit of the marina users.

Public Access:

Public access policies of the Richardson Bay Special Area Plan should be followed, insofar as they are consistent with this plan. All shoreline parcels in the Marinship shall provide for the temporary tie-up of small

boats, as required by the City. The number of such spaces shall be a minimum of one per parcel, or 2% of the total number of berths in the harbor, whichever is greater, unless otherwise approved by the City.

Yacht Clubs:

The only Yacht Clubs permitted in the Marinship are tax-exempt Yacht Clubs (those Yacht Clubs receiving less than 15% of their gross receipts from non-members). Such Yacht Clubs shall provide public service or use facilities, or limited size facilities to accommodate the temporary needs of transient boaters and shall provide a harbor service facility intended to meet the needs of Sausalito harbors and local residents. It is not the objective to permit facilities created to serve as largely commercial enterprises oriented to non-Sausalito harbor users. The facility shall be limited in size, have limited dining and beverage services, including alcoholic beverages, and shall not provide for overnight accommodations.

The allowable development program for the "W" zone shall be as provided in the zoning ordinance, subject to the additional requirements and limitations of this plan. The zoning ordinance shall identify the maximum allowable Floor Area Ratio (FAR) as well as any specific ratios between the amounts of permitted uses. To maintain the marine and marine industrial emphasis of this zone, no more than 40% of the permitted FAR shall be allowed for commercial uses. Such commercial use refers to marine commercial services and food services. Accessory office use is not included in this consideration. Commercial uses shall be permitted when developed with approved non-commercial uses. The number of dry boat berths shall not exceed 100 berths per acre.

b. SITE SPECIFIC EXCEPTIONS

The following are site specific exceptions to the typical "W" zone treatment described above.

ZONE 1

Planning Area 1:

1B **Terra Landing (land and water areas)**

The primary development objective is to preserve the maritime use and heritage of the Sausalito waterfront. This particular site has a tradition of mixed maritime, art and live-aboard uses. The land and water portions of the parcel should be

developed together to create a working waterfront project, possibly with marine craftsmen and artists serving as focal point for the area. Permissible uses on this parcel include a veterinary clinic when associated with or incidental to an on-site marine research facility.

This site has been mentioned as a possible commercial fishing site. The site may provide very limited, occasional, transient berthing facilities for commercial fishing boats along with the marine service facilities. Should the marine service facilities not be feasible or approved, it may be acceptable to expand the scope of commercial fishing use of the land and water portions of the site, or the City could consider acquiring the parcel for an open space extension of Dunphy Park.

Food Service is limited to fish sales.

Applied Arts use is limited to Marine Applied Arts use only.

This parcel has been identified as a potential commercial fishing facility. This is an acceptable use on this parcel.

1C <u>City of Sausalito</u> (includes street rights-of-way and the Napa Street Pier):

This site includes several street rights-of-way, most under water, and the Napa Street Pier. The development objective for this parcel is that it should be used to enhance the public access of the water and shoreline by maintaining open space, while assisting the adjacent parcels in their efforts to do the same.

The Napa Street Pier is in very poor condition and should be rebuilt. Consideration should be given to both a fixed pier and a combined fixed and floating pier. The fixed portion should be similar to its existing height and width. The Pier should be designed to provide public access onto the water, as well as facilities for the temporary tie-up of small boats and, when needed, a small number of marine service or commercial fishing boats on the north side of the pier.

Note: The Dunphy Park Plan, currently being revised, calls for the relocation of the Sausalito Cruising Club to a site north of the Napa Street Pier. The bond issue passed by the Sausalito voters to buy Dunphy Park prohibits structures, such as the Cruising Club, in Park waters.

Uses on this parcel shall be limited to the following:

- Open Space and Open Water;
- Public Pier;
- Public small boat launch;
- Access and circulation (automobiles, boats, bikes, and pedestrians; only city maintenance vehicles permitted on the Napa Street Pier);
-Berths: the temporary tie-up of small pleasure boats and marine service boats, including commercial fishing boats; *

Note: The City should designate different types of "temporary tie-up" space. One type should be for relatively short term use (less than a day) and another longer term use (less than a month) and controlled through a City or Harbor-Master permit process;

- Rental boats with boating school;
- Public, non-profit, community serving meeting facility.

Planning Area 2:

2B Schoonmaker Point

The development objective for this parcel has been introduced in the "I" zone discussion above. Many of the same objectives apply to the "W" zone portion.

Development in conformance with a recently approved water and shoreline plan for the property was nearly complete at the time of plan adoption. The plan includes a 165-berth recreational boat marina, commercial space, and public access to the Schoonmaker beach. Under the Conditional Use Permit process, and in conformance with BCDC approvals, the City will allow twenty of the berths to be used by houseboats and liveaboards. All houseboats must also meet the requirements for houseboat use outside the "H" Zone, as stated elsewhere in this plan. The City should encourage the property owner to give preference for occupancy of the first ten of these twenty houseboat and liveaboard berths to members of the Galilee Harbor Community Association.

2F Clipper Yacht Harbor #1

The intense pleasure boat marina use on this parcel exceeds the level allowed by the current Zoning Ordinance (a maximum of 20 berths per acre). However, it presently provides berthage for many Sausalito residents owning relatively small sailing boats.

Applied arts uses shall be limited to Marine Applied Arts only.

ZONE 2

Planning Area: 2

2G Annicelli (Sea K Fish)

This parcel is currently the site of Sausalito's only significantly sized commercial fishing operation. The development objective for this parcel is to preserve and enhance this use.

Note: This parcel currently creates a significant parking problem in the area during the primary fishing season since the site has inadequate space to park the cars of transient commercial fisherman. Furthermore, truck access is significantly impaired given the existing design of the Easterby intersection and ramp.

No Arts uses will be permitted.

No pleasure boat berth, including liveaboard use is permitted on the parcel (marine service liveaboard is permitted).

Planning Area: 5

5B Arques Shipyard, Gate #3

As mentioned in the "I" zone material above, this site represents the greatest opportunity to create a significant marine service center in the Marinship. The parcel is large, has good water access, and has been in this type of use since World War II. The objective for this parcel is that it should be developed into a full service marine center, complete with all necessary support uses and facilities.

This parcel is also one of the Marinship's largest, and should be capable of supporting a variety of mixed-uses including commercial services and food services.

This parcel has been mentioned as a potential site for limited commercial fishing facilities. This could include berthage, loading and unloading dockage, and associated support uses. If this use is determined to be feasible, it could be considered as an element of this site's development program.

Planning Area: 8

8A Clipper Yacht Harbor #2, #3 & #4

The Clipper Yacht Harbors are the largest and among the oldest in the Marinship. The land portions of the parcel have been used for a variety of marine and commercial services for years. This parcel has the city's only fuel dock, the best boat ramp and trailer parking facilities and is home to many commercial sport-fishing boats. Furthermore, the sandy peninsula between basins #2 and #3 have been used by the public as open space, offering spectacular views of the bay and San Francisco.

It is the development objective for this property to maintain and enhance the marine service and public access uses. Though there is a plan preference for marine service use of the water in lieu of additional pleasure boats, this site is likely to remain in pleasure boat use for many years. The boats contribute to the viability of the land-based marine service.

8B Storage Area (west of 8C)

8C Spaulding Boatworks

Arts uses are limited to Industrial and Marine Arts, and with a Conditional Use Permit: Marine Applied Arts.

3. HOUSEBOAT ("H") ZONE

GENERAL INTENT

This planning area has been in houseboat use for many years and is currently so designated in the existing General Plan. It is the site of the only strictly residential use designation in the Specific Plan. It is likely that this use will remain for some time into the future. However, residential use of the water is not permitted under the Public Trust Doctrine. Should the residential use change or no longer be permitted by the State Lands Commission or BCDC, it would be necessary to designate another use. It is the objective of this plan to anticipate this possible change in use and bring the property into conformance with other Marinship designations, requiring a change to a Waterfront ("W") zone.

Should the residential parcels be converted to maritime service uses it will be necessary to secure a navigational easement to the bay. The City therefore reserves a navigational easement consisting of the 60 (sixty) feet on the bayward edge of parcels 10A, 10B and 10C.

a. TYPICAL CONDITION

The Houseboat ("H") zone is the only residential district in the Marinship. Except as noted below, this residential use is permitted on these parcels. Should residential use no longer be permitted in the "H" zone, the district shall be changed to a Waterfront "W" zone designation and be bound by the same standards.

The existing standards for the "H" zone shall be modified as follows:

Arks:

Arks are neither defined nor permitted in the Marinship under the current Zoning Ordinance. BCDC is in the process of evaluating the use and treatment of Arks within their jurisdiction.

An Ark in the Marinship Specific Plan is defined in Appendix B.1. No new Ark use will be permitted in the Marinship. Any Arks that predate the City's General Plan Adoption and BCDC control are to remain as permitted structures. Currently only one such structure, considered to be an Ark and meeting the above criteria, is found in the Marinship area, the Anshen residence, located on Parcel 10A.

Public Access:

All shoreline parcels in the Marinship shall provide for the temporary tie-up of small boats, as required by the City. The number of such spaces shall be a minimum of one per parcel or 2% of the total number of berths in the harbor, which ever is greater, unless otherwise approved by the City.

b. SITE-SPECIFIC EXCEPTIONS

The following are site-specific exceptions to the typical "H" zone treatment described above.

Planning Area: 10

10A Houseboat Area (Anshen)

This parcel contains a residential structure on pilings located over the water portion of the site. Since this unit is no longer a floating vessel it is not considered a houseboat according to the definitions used by BCDC or this Specific Plan document. Its physical condition most closely resembles an "Ark".

10C Houseboat Area (Onslow-Ford, Vallejo)

The City desires to retain as a historical landmark the ferry "Vallejo" and its site, which has been used for a variety of cultural, artistic and residential uses for over 30 years. The City may want to consider acquiring this parcel for open space or public use.

4. SHOPPING CENTER ("CS") ZONE

GENERAL INTENT

The Marinship Specific Plan objective for this parcel is that the full-service supermarket use in this zone be retained to serve the needs of Sausalito residents. The plan recognizes that a new postal facility is under construction on Parcel 6C. Since this is a federal government agency and does not require City or Plan approval, it does not appear in this plan as a designated use. Should the full-service supermarket use no longer be viable on these parcels, the plan objective would be to allow very limited industrial and marine uses. These are limited to: warehousing, lumberyards, and dry boat storage.

a. TYPICAL CONDITION

The original objective of the Shopping Center "CS" zone was to designate an area with uses that would provide Sausalito residents a place to obtain frequently purchased household goods. This purpose has narrowed in the Specific Plan process to preservation of the existing full service supermarket use on Parcel 6B.

The United States Postal Service has recently purchased Parcel 6C and is developing a new local-serving postal facility on that site.

The non-supermarket and Post Office uses that would be permitted in the "CS" Zone are: lumberyard, warehousing, and dry boat storage. These uses are defined in Appendix- B: Glossary of Terms.

Commercial Retail:

The only permitted commercial retail use is a full-service supermarket.

Institutional- Post Office:

The Postal Authority does not require Plan approval from the City.

Lumberyard: Permitted with a Conditional Use Permit.

Warehousing: Permitted with a Conditional Use Permit.

Dry Boat Storage: Permitted with a Conditional Use Permit.

5. PUBLIC ("P") ZONE

GENERAL INTENT

The Marinship Specific Plan objectives include the following:

The City of Sausalito wishes to maintain the Army Corps of Engineers operations on this property (Parcel 3A). Should the current use of the property change, and/or the Corps vacate the site, the property could be used for open space, public access, and/or such maritime uses as would be consistent with the other Marinship designations along the waterfront in this plan.

a. TYPICAL CONDITION

The "P" zone currently includes the Army Corps of Engineers facilities, Parcel 3A, and Marinship Park, Parcel 3E. Since these are both owned by public agencies no private development program is required.

Should Parcel 3A no longer be used by the Corps the site area should be rezoned to a combination of Public ("P") and Waterfront ("W") zones and be treated in the same manner as adjoining parcels utilizing the open space and industrial capabilities of the site.

b. SITE-SPECIFIC EXCEPTIONS

The following are site-specific exceptions to the typical "P" zone treatment described above.

ZONE 2

3A Army Corps of Engineers, Bay Model

Should the parcel ever be rezoned, the designation should include a combination of Public "P" and Waterfront "W" uses, including: marine industrial, arts, marine commercial service, food service (CUP), maritime berths, dry boat storage, open space and open water.

Public access through the area would be improved by opening the shoreline portions of the site at the northern and southern borders (Parcels 2G: Sea "K" Fish and 3E: Marinship

Park). This would make it possible to link the areas north and south of the Bay Model.

Note: The City does not desire to compromise the important dredging operations by the Corps. However, shoreline access and usage would be significantly enhanced if Marinship Park had access to the Bay.

6. OPEN SPACE ("OA") ZONE

GENERAL INTENT

It is the objective of the Specific Plan to preserve the areas outboard of the existing Pierhead line as undeveloped open water areas. This intent recognizes that much of this area has been declared a Federal Anchorage area which permits the temporary mooring of boats as a safety refuge. Furthermore, the Sausalito approved version of the Richardson Bay Special Area Plan policies should be incorporated into the objectives for this area, as should the Rules and Regulations for Anchoring and Mooring in Richardson Bay as adopted by the Richardson Bay Regional Agency.

a. TYPICAL CONDITION

This zone is located outside (east) of the Pierhead - Bulkhead lines in the Marinship. It is intended that this remain as open water and that some of the area be designated as an anchorage as described by the Richardson Bay Regional Agency. It is not to be used other than as an anchorage.

Temporary mooring, under the guidelines of BCDC, the Federal Anchorage program, the U.S. Coast Guard, and the Richardson Bay Special Area Plan recommendations is permitted. This zone contains several very important public and private navigational easements which are to remain open.

SITE SPECIFIC COMMENTS

ZONE 2

Planning Area: 2

2G Annicelli (Sea K Fish)

The open water portion of this parcel provides needed navigational access to Richardson Bay for several Marinship parcels. It is a plan objective to maintain this access.

Planning Area: 3

3A Army Corps of Engineers, Bay Model

The open water portion of this parcel provides needed navigational access to the bay for several Marinship parcels. It is a plan objective to maintain this access. Additionally, the Army Corps operations currently maintain the channel and turning basin. This very important service provides safe and reliable access for Marinship boats and maritime services.

3F City of Sausalito

This water parcel should remain an undeveloped, open water area.

Planning Area: 4

4A Marina Plaza

This open water portion of this parcel provides needed navigational access to the bay for several Marinship parcels. It is a plan objective to maintain this access.

Planning Area: 5

5B Arques Shipyard, Gate #3

The open water portion of this parcel provides needed navigational access to the bay for several Marinship parcels. It is a plan objective to maintain this access.

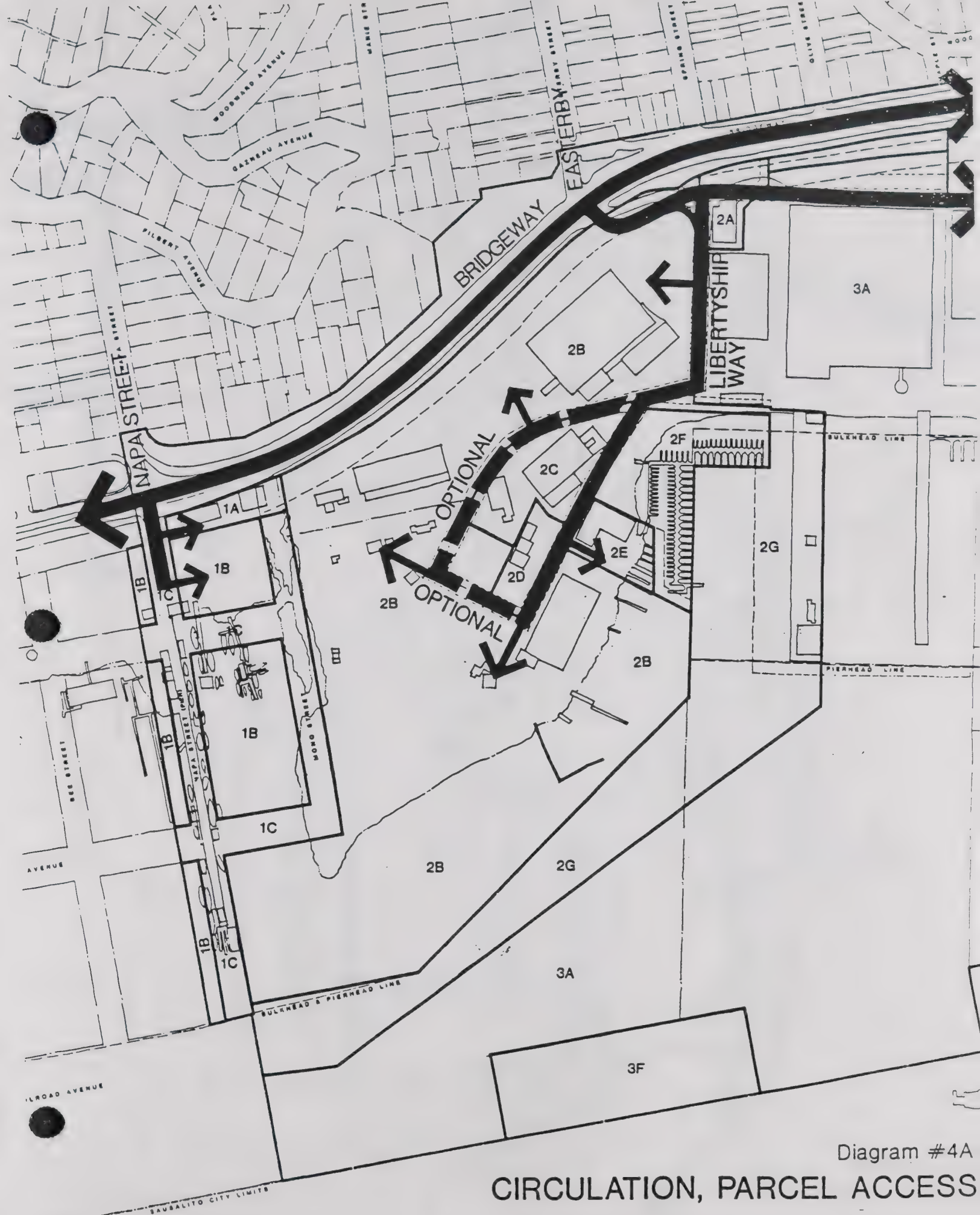
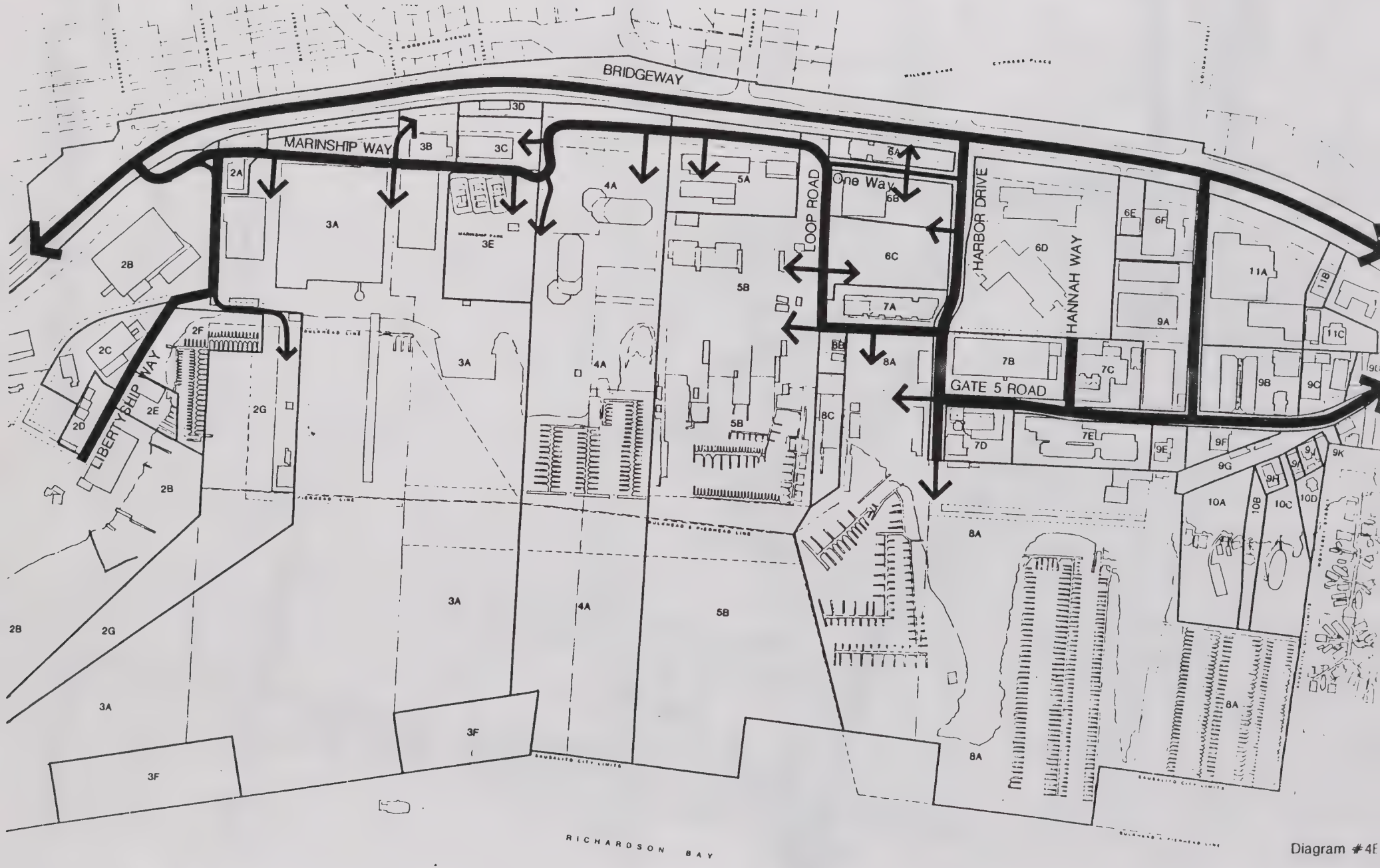


Diagram #4A

CIRCULATION, PARCEL ACCESS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MARINSHIP WAY
LIBERTY SHIP WAY
LOOP ROAD
One Way
HARBOR DRIVE
HANNAH WAY
GATE 5 ROAD
RICHARDSON BAY
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Diagram #4E

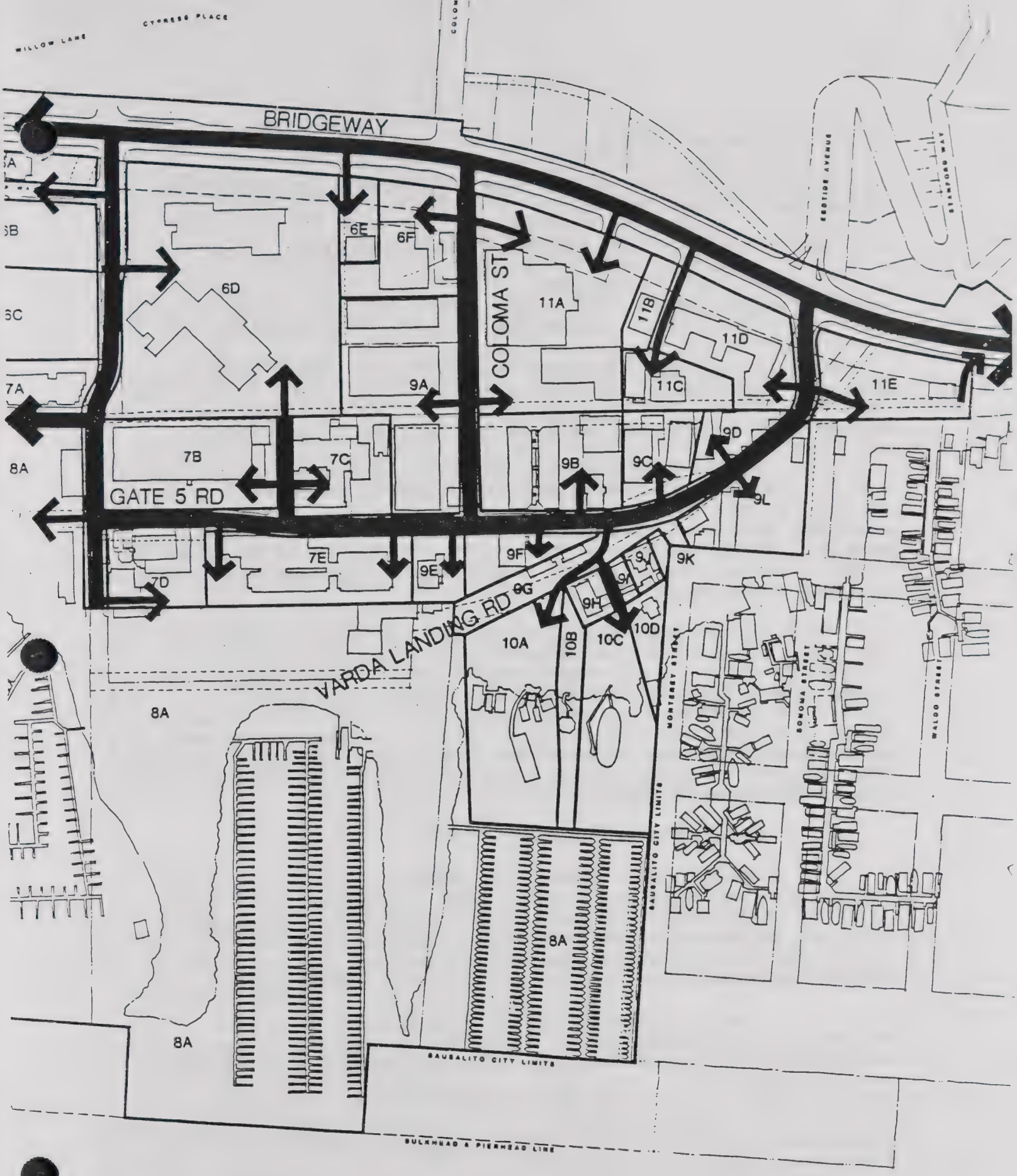


Diagram #4C

RICHARDSON

IV. DEVELOPMENT STANDARDS

The following sections contain the detailed Development Standards for the Marinship.

A. CIRCULATION, ACCESS, STREETS AND WAYS

1. CIRCULATION

a. Marinship Specific Plan Approach

The Marinship Specific Plan circulation plan utilizes the original General Plan approach. Many of the General Plan directives have been implemented. The only Specific Plan change affects the alignment of the Marinship Loop Road.

Alternative alignments were analyzed in the EIR. The City Council reduced these alternatives which are illustrated on Diagram #4: Circulation and Parcel Access. As shown on the diagram, it is no longer the City's intent to bisect Parcels 3B and 3C. The routing onto Parcels 4A, 3C and 3E is intended to reduce the hazardous traffic conditions associated with the sharp turns in this area.

Marinship circulation, as well as that for the entire city, would be improved significantly by improving the efficiency of the Bridgeway intersections. Relatively modest improvements at most Marinship intersections, especially at Gate 6 Road, would make measurable improvements to the Service Levels. These are described and analyzed in EIR. These improvements have been assigned to the private sector with the exception of the Harbor Drive and Gate 6 Road intersections with Bridgeway, which are to be public projects.

2. PARCEL ACCESS

Much of the Marinship's access problems are caused by ill-defined roadways and parking lots. The Specific Plan requires that streets, both public and private, should be designed to maximize traffic safety, access to industrial structures and areas, and have good drainage and that parking requirements be satisfied on-site in designated lots.

Due to the shortage of public streets in the Marinship, individual parcel access is frequently via an access easement. The status of these access easements appears to be sufficiently clear. The need is therefore to formalize the access, implementing a paved, or equally well defined driveway treatment serving each parcel. The most noticeable areas in this regard are in Zone 1, near the Schoonmaker area parcels, and along Varda Landing Road.

Acceptable parcel access points are illustrated on Diagram #4. The access arrows are diagrammatic and are intended to represent the most reasonable access points. Of particular interest are the access limitations summarized as follows:

- Parcels 1A-C: via Napa Street;

- Parcel 2B: via Liberty Ship Way. No vehicular access will be permitted across Mono Street.

- Parcel 6B: via Marinship Way and Marinship Loop Road; egress only onto Harbor Drive;

- Parcel 11E: Access via Gate 5 Road (the distance between the access point and Bridgeway should be sufficiently great for the safe and effective operation of the intersection); egress only onto Bridgeway near the northern parcel boundary.

The parcel access depicted in the plan documents should be required, when reasonable, as part of any development plan that:

- involves reconfiguration or relocation of more than 50% of the parking spaces;
- increases the Floor Area by 25% above its existing levels;
- redevelops or remodels the existing facilities in excess of 25% of their market value;
- requires an improved parcel access to protect the health and safety of the public.

Note: This consideration shall include the combined total of all improvement increases during any five year period contiguous with the date of the current development application.

3. STREET AND DRIVEWAY STANDARDS

a. Property Owner Responsibilities

The construction of the following streets is the responsibility of the parcel owners as noted:

- Marinship Way (one-way portion) between Parcel 6B and 2401 Marinship Way:
  Parcels 6A, 6B and 6C.

- Marinship Loop Road (behind Parcel 6B, Post Office and 150/180 Harbor:
  Parcels 5B, 6B, 6C, 7A, 8A and 8B.

- Marinship Way between the Parcel 6B and Marina Plaza:
  Parcels 5A and 5B

- Smooth curve at Marina Plaza: City of Sausalito.

- Marinship Way between SWA and Marinship Park - Corps: Parcels 3A, 3B, 3C and 3E (City of Sausalito)

- Easterby Ramp: Parcels 2A-G and 3A.

The construction and dedication of the following Bridgeway intersection improvements are the responsibility of the parcel owners as noted:

- at Harbor Drive: City of Sausalito

- at Coloma Street: Parcels 6F, 9A, 9B and 11A

- at Gate 5 Road: Parcels 11D and E

- at Gate 6 Road: City of Sausalito

The construction of the following street improvements are the responsibility of the parcel owners as noted:

- Liberty Ship Way: Parcels 2A-G, 3A.

Except as noted below, all of the street, intersection, driveway, sidewalk, landscaping and lighting construction projects shall be implemented as follows:

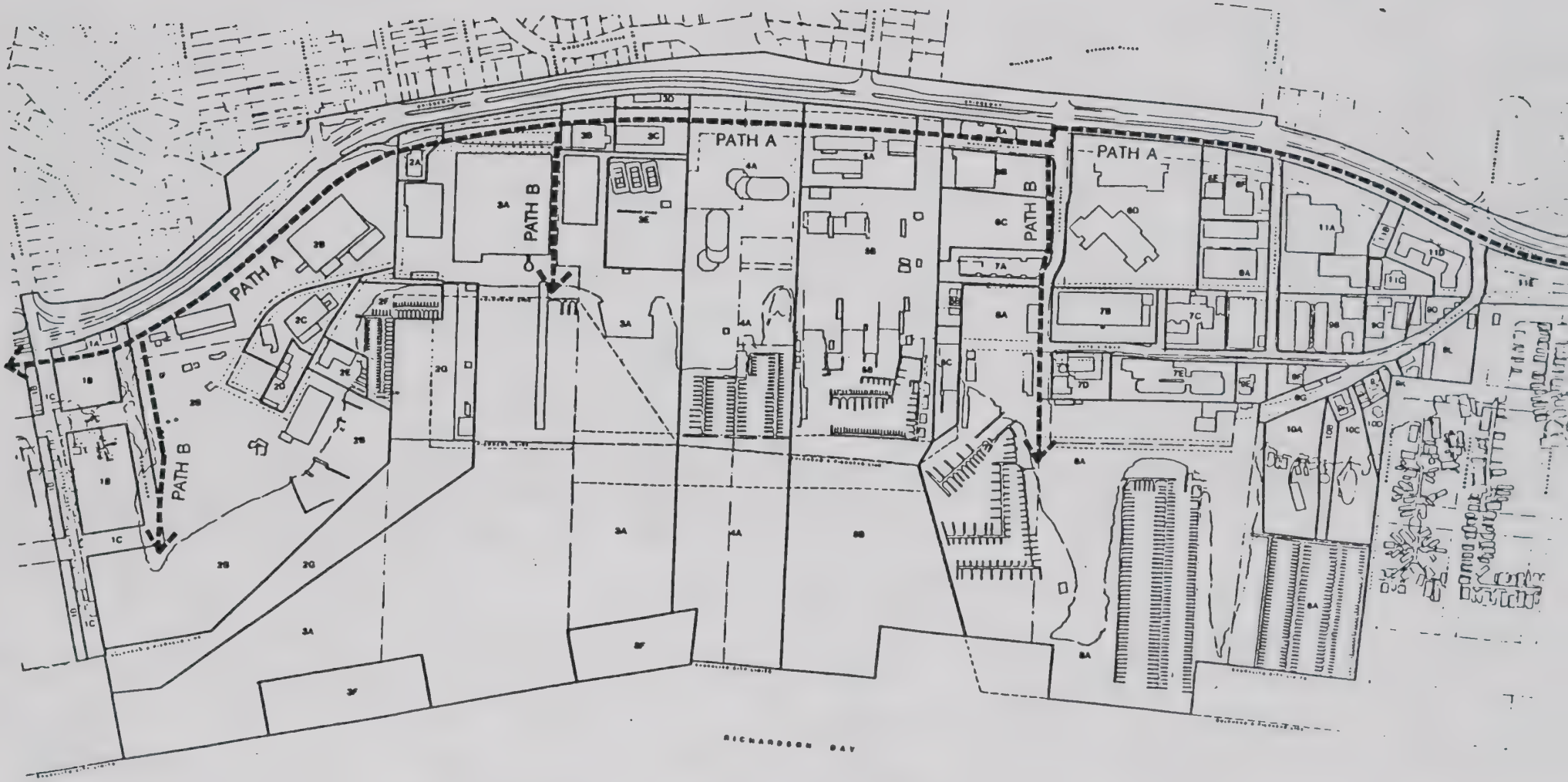
The City may assist in the formation of one or more assessment districts to implement the required improvements. If this is not possible, or the City decides the improvement is needed prior to the formation of an assessment district, then the City should redesignate the improvement as a public project. In that instance the City would be responsible for the improvement costs.

The City may require cash deposits or cash equivalent, at the discretion of the City Manager, to be held on account to pay for required improvements when it is not reasonable to install or complete the required improvement at the time of development plan approval.

Any improvement identified as the sole responsibility of the City of Sausalito does not require an assessment district.

b. Street and Driveway Widths

In keeping with the industrial character of the Marinship, street design should maximize traffic safety, access to industrial structures and areas, and good drainage. Curbs, gutters, and traffic control devices may be required, as may



PEDESTRIAN & BIKE WAYS

Revised April 1988

walkways or sidewalks where appropriate. All designs shall be approved by the City of Sausalito Department of Public Works.

c. **Sidewalks**

Unless noted or approved otherwise, sidewalks along all streets, public and private, are to be concrete, at least 5 feet in width, and shall be installed along each right-of-way line.

d. **Landscaping**

The property owner shall at his own expense provide and install such street trees and other landscaping as may be required by the City of Sausalito and approved by the Public Works Department. Plant materials will be selected for, among other considerations, their ability to minimize water demands and maintenance, as well as resistance to salt water.

e. **Lighting**

Area lights shall be provided and installed by the property owner, and shall be of a design and illumination as approved by the Public Works Department. Lights shall be directed and/or shielded in such a manner as to prevent glare or direct illumination on public street and adjacent property and shall be maintained as installed.

4. **PUBLIC ACCESS** (land and water)

a. **Requirements**

Public access shall be required as part of any development or redevelopment plan in the Marinship providing public access on all public and private streets, pedestrian and bicycle ways, and as may be required by the City.

b. **Treatment**

The treatment of public access areas is to be in a manner consistent with maintaining and encouraging the industrial and maritime character of the Marinship and consistent with the desire to enhance public use and access of the Marinship area, especially its shoreline. Treatment of public access areas will be as approved by the City and may include rest areas, furniture, lighting, signing, and landscaping as determined appropriate by the City.

5. **PEDESTRIAN WAYS** (other than sidewalks)

The Marinship Specific Plan includes, as an important ingredient, a pedestrian path system providing public access to the Marinship waterfront.

There are frequently public safety problems associated with allowing free public access across active marine industrial areas. When such a conflict is identified it is advisable to have a path detour around the marine industrial activity. Such detours may be of any length and can cross zoning district boundaries. Should the marine industrial activity or the potential threat to public safety cease to exist then the detour should be eliminated and the path route returned to its ideal alignment.

Currently in the Marinship there are several sites where the current marine industrial use warrants such detours. These include the Schoonmaker, Easom, Annicelli, Arques, Spaulding, and Clipper (8A: at Anderson's Boatyard) parcels.

The 1970 Sausalito General Plan includes the following:

"Pedestrian Way:

"A 20 foot wide pedestrian way, lying 10 feet on each side of the property lines, is provided from Coloma extension to Harbor Drive parallel to Gate Five Road (This runs west of the ICB and Heath Ceramics)."

The Marinship Specific Plan requires the following:

a. Requirements

Pedestrians ways, accessible to the public shall be provided as follows (See Diagram #5):

- Path "A":

Along the foot (toe of slope) of Bridgeway (between Parcels 1A and 1B, western edges of Parcels 2A, 2B, 3A, 3B, between Parcels 3C and 3D, the western edge of Parcels 5A, 5B, and the eastern edge of Parcel 6A). North of this location the path shall follow the existing alignment to the northern City limits.

- Path "B":

Pathways, accommodating both pedestrians and bicycles, shall be provided along Harbor Drive (south side of the street), at the Army Corps of Engineers (Parcel 3A), and along the northern edge of or near Mono Street, in locations considered to avoid potential negative impacts to the marsh restoration project.

The implementation of the Pedestrian Paths (A and B) and Bike Paths shall be required, when reasonable, as part of any development or redevelopment plan for Marinship parcels along one or more of the paths if the development plan would increase the Floor Area or market value of the parcel improvements by 25%.

Note: This consideration shall include the combined total of all improvement increases during any five year period contiguous with the date of the current development application.

Increases of less than 25% would require that a cash deposit, or cash equivalent, at the discretion of the City Manager, be obtained to guarantee the cost of the path system prorated to the percentage of development square footage increase. This deposit is to be used by the City in the eventual implementation of the path system.

b. Treatment

Unless otherwise approved by the City, the pedestrian ways shall be constructed as follows:

- Path "A":

Shall be an asphaltic concrete or concrete paved combination pedestrian and bicycle path, as approved by the Planning Director.

Path "B":

The paths shall be constructed in a manner compatible with the adjacent pathways, with matching materials and paving widths, as approved by the Planning Director.

All paths shall be landscaped in a manner compatible with the surrounding conditions, providing shade and seating areas as appropriate, and as approved by the Planning Director.

c. Dimensions:

The pedestrian ways shall have the following minimum widths, unless otherwise approved by the Planning Director.

- Pedestrian way or sidewalk (no bicycles): 5 ft.
- Combination pedestrian and one-way bicycle path: 8 ft.
- Combination pedestrian and two-way bicycle path: 12 ft.

6. BIKEPATHS

a. Requirements

Currently the Marinship has a designated bike path along Bridgeway. A commitment has been secured from the property owners of Schoonmaker Point (Parcel 2B) to construct and dedicate a bike path along their portion of Path "B" described above. To date, the path along their property has been dedicated and is scheduled for construction.

The Marinship portion of the bike paths should be located as follows (see Diagram #5):

-Along Bridgeway:

The path shall extend between the northern City limits and Napa Street, connecting at either end with the non-Marinship portions of the path system. The existing portion along the eastern edge of Bridgeway between the northern City limits and Harbor Drive should be redeveloped, and widened, with the pedestrian path relocated inboard of the bike path. The bollards, not trees, should be removed.

At Harbor Drive the path should connect with Marinship Way, running along the western right-of-way until it reaches Parcels 3C and 3D. From this point it should run along the toe of the Bridgeway embankment bisecting Parcel 3B, then along the western edge of Parcels 3A and 2A to the Easterby Ramp intersection at the Foot of Spring Street. From this point the path should continue along the toe of the Bridgeway embankment on the western edge of Parcel 2B, to Mono Street at which point it routes between Parcels 1A and 1B to Napa Street.

- Paths connecting with the shoreline:

The Specific Plan designates several points along the primary bike path which intersect with paths which connect with the shoreline. These include: a route along the southern edge of Harbor Drive between Bridgeway and Parcel 8A (Clipper Harbor); a route at or near Parcel 3A (Army Corps of Engineers); and between Mono Street at Bridgeway and Schoonmaker Point at the tip of Parcel 2B. All combination pedestrian and bicycle paths should be designed for safe speed (casual and leisurely) bicycling, rather than high speed bicycling.

b. Treatment

The final design of the paths and system shall be as approved by the Planning Director. Where bike and pedestrian paths coexist the bike path should be located along the street edge with the pedestrian path located away from the

street traffic. To the extent possible the existing trees along the path shall be maintained to provide shade for the path users.

c. Dimensions:

The bikepaths in the Marinship shall have the following minimum widths, unless otherwise approved by the Planning Director:

- One-way bikepath:	5 ft.
- Two-way bikepath:	10 ft.
- Combination one-way bike path and pedestrian way:	8 ft.
- Combination two-way bike path and pedestrian way:	12 ft.

7. SMALL BOAT LAUNCH

a. Requirements

The Specific Plan includes provisions for small boat launch facilities in the Marinship. The intent is to provide opportunities for Sausalito residents to launch small boats into the bay. These small boat launches are to be distinguished from the larger boat launch opportunities that currently exist, typically as private marine service sites.

At least one small boat launch site shall be provided at each of the following locations:

- All City owned shoreline sites (Napa Street and potentially, Marinship Park);

- All public or private recreational harbors.

The boating industry generally refers to "small boats" as those under 30 feet in length. This would characterize a much larger boat than is intended by the same reference in the Specific Plan. In the Specific Plan small boats are referred to within the context of small boat launches intended to provide residents the opportunity to carry their craft to the waters edge and make use of the Bay resource.

For this reason a Marinship Specific Plan "small boat" does not require a trailer to be transported, can be hand carried to and from the water by several persons, and does not require any special equipment to launch or haul out the craft. Such boats could include rowing boats, canoes, small kayaks, and very small sail boats. Such boats are likely to weigh about 100 pounds or less.

Note: Small boats over 100 pounds will frequently require a trailer to transport them which significantly increases the parking requirements associated with providing a small boat launch. Similarly, boats over 100 pounds will likely require some type of hoist or equipment to launch or haul them out of the water. This needed equipment sufficiently complicates the intent of the Marinship "small boat launch" that only boats not requiring such devices are described in the plan.

b. Treatment

A variety of launch facility treatments will be permitted. At a minimum, a small boat launch should include, unless otherwise approved by the City: a ramp, way or dock space suitable for persons to hand launch up to a 100 pound small boat. This would likely require a dock area of between 200 and 300 square feet, preferably at least 30 feet long with easy access from at least one end. There should also be temporary tie-up space, nearby automobile access needed to load and unload the small boats, and nearby parking spaces for the temporary use by small boaters.

The City review of the launch facilities should consider the ability of the particular parcel and project to provide these facilities, the actual physical requirements of the launch, and capability of nearby public parking or other facilities to supplement the boat launch needs.

B. PARKING AND LOADING

1. PARKING REQUIREMENTS

Off-street parking shall be provided according to the standards outlined in the Sausalito Zoning Ordinance. Following the adoption of the Marinship Specific Plan this ordinance should be reviewed to evaluate the adequacy of the parking standards.

All development, redevelopment and remodeling plans, as well as plans to make any changes in use, shall satisfy the City's current parking requirements. Any and all existing parking deficiencies shall be eliminated in the new plan.

The provisions of the Zoning Ordinance shall apply to the granting of any variances to this standard.

The allowable ratio of compact to standard size parking spaces shall be determined by the City using the current ratio of compacts to standard car registrations based on the most localized data available, preferably for the City of Sausalito or Marin County.

Parking spaces for handicapped persons shall be provided as determined by the Uniform Building Code. These spaces are to be located directly adjacent to a walkway and away from other vehicular circulation.

In addition to automobile parking, motorcycle and bicycle parking spaces shall be provided in compliance with the requirements of the Planning Director.

During the Specific Plan study several new uses were introduced which are not currently addressed in the existing parking standards. The following uses are not, or are inadequately, addressed in the existing Zoning Ordinance and should have parking and loading standards assigned/reevaluated:

- Industrial: Research and Development:

Note: A research and development use category can be very difficult to define. It is important that the Zoning Ordinance distinguish between those uses which are industrial laboratory in nature and those that perform like commercial uses. In the Marinship Specific Plan study there has been no documented evidence to support the suggestion that computer related industrial uses as found in the Marinship area, should be assigned separate or higher parking standards.

No new standard is recommended.

- Arts: Fine Arts, Industrial Arts, Marine Arts and Applied Arts:

These uses are considered Industrial uses in the existing Zoning Ordinance. They are characterized by their low traffic generation, irregular hours and relatively low parking requirements.

New standard: 1 parking space per 500 square feet of gross floor area (same as for industrial space).

- Service Commercial: Business Service, Marine Service:

Note: These businesses are intended to serve the needs of Marinship area businesses and residents. They are characterized by their low traffic generation, especially during the PM Peak hour, and relatively low parking

requirements since they are frequently within walking distance of those they serve.

New standard: 1 parking space per 500 square feet of gross floor area (same as for industrial space).

- Food Service (no dining on the premises):

These businesses are intended to serve the needs of the Marinship area. Since no dining on the premises is permitted, the parking standard reflects the short term requirements and that many users are easily within walking distance. This use is assumed to have a very low traffic generation rate during the PM Peak Hour.

New standard: 1 parking space per 250 square feet of gross floor area (same as retail space).

- Liveaboard Recreational Boats:

This is not a permitted use in the existing Zoning Ordinance. The characteristics of Liveaboard Boat use are considered sufficiently different from Houseboat and Pleasure Boat use that the same standards should not apply.

As a part of the Zoning Ordinance revisions, appropriate parking standards should be developed. Liveaboard parking requirements should be calculated separately from those for the pleasure boat berths in the same marina, and should not be included in any joint use parking calculations.

- Maritime Berths:

Maritime Service boats (including commercial fishing boats), Marine Craftsmen Boats, Water-Based Art Use Boats, Historic Boats, and Institutional Boats (assume liveaboard use is permitted):

These uses are not currently addressed in the existing Zoning Ordinance. Due to the wide range of potential expressions of these uses it is difficult to establish a fixed standard for all conditions. Any standards should be sufficiently flexible in recognition that several of these may be seasonal, require truck access and loading, and client parking,

and may have liveaboard uses. Joint use of parking between the residential and business aspects of these uses is assumed.

- Pleasure Boats:

Marina use (wet boat storage) is considered one of the lowest traffic generating uses in the Marinship. During the study the parking standard for this use was questioned and should be reevaluated based upon a survey of the existing marina operations in the Marinship (non-Marinship marinas may provide useful information but are not subject to the same conditions) to determine the adequacy or abundance of available parking. Any standard should reflect the weekend and evening characteristics of this use and its potential for joint use of parking with daytime weekday uses.

- Dry Boat Storage:

Dry Boat Storage is similar to the wet boat storage use discussed above, except that it is assumed to have an even lower traffic and parking rates. The Zoning Ordinance should reflect this condition.

- Public Use: Open Space, Public Access:

The standards for this type of use should be sufficiently flexible to accommodate its various expressions, including distinct public use or park areas, shoreline access pathways, lookout points, small boat launch, temporary small boat tie up, etc. Similarly, the standards should reflect the off peak nature of the use and consider the potential for joint use of parking with weekday 8 a.m. to 5 p.m. uses.

Currently very little on-street parking is available in the Marinship. Formal designations can be found largely along Gate 5 Road. With many private and poorly defined streets in the Marinship, on-street parking has been difficult to control. Unless approved otherwise by the City, all streets and driveways shall be clearly defined and identifiable. All parking requirements in the Marinship shall be satisfied off-street in well-defined and approved parking areas on each parcel.

The location of on street parking along Gate 5 Road should be reevaluated with consideration given to relocating it along the east/north curb.

Given the neighborhood scale of the Marinship, the opportunities for pedestrian circulation, and mixture of Marinship serving uses, found in the immediate area, it is reasonable to expect that parking standards may be lower than those typically applied to other areas.

2. LOADING REQUIREMENTS

Loading areas shall be provided according to the Sausalito Zoning Ordinance. Following the adoption of the Marinship Specific Plan this ordinance should be reviewed to evaluate the adequacy of these standards.

Several issues should be considered in those Zoning Ordinance evaluations. These include:

- Acceptable on-street loading areas;

  Note: Much of the existing truck loading in the Marinship occurs on streets and in driveways. This condition can prove a traffic hazard but is not inconsistent with loading areas found in most industrial areas. Truck parking and loading perpendicular to and blocking or partially blocking the street shall not be allowed.

- Off-street loading areas;

  Note: Plans for off-street loading should provide both adequate space for the loading and unloading of trucks, and their reasonable circulation on the parcel. Several examples exist in the Marinship where off-street loading space is provided but is not utilized due to inadequate truck maneuvering space.

- Truck circulation.

  Note: The design of streets and driveways in the Marinship should provide reasonable circulation and maneuvering space required by the trucks anticipated to serve the area.

All development, redevelopment and remodeling plans, as well as plans to make any change in use, shall satisfy the City's current loading requirements. Any and all existing loading deficiencies shall be eliminated.

Diagram #6A

VIEW CORRIDORS

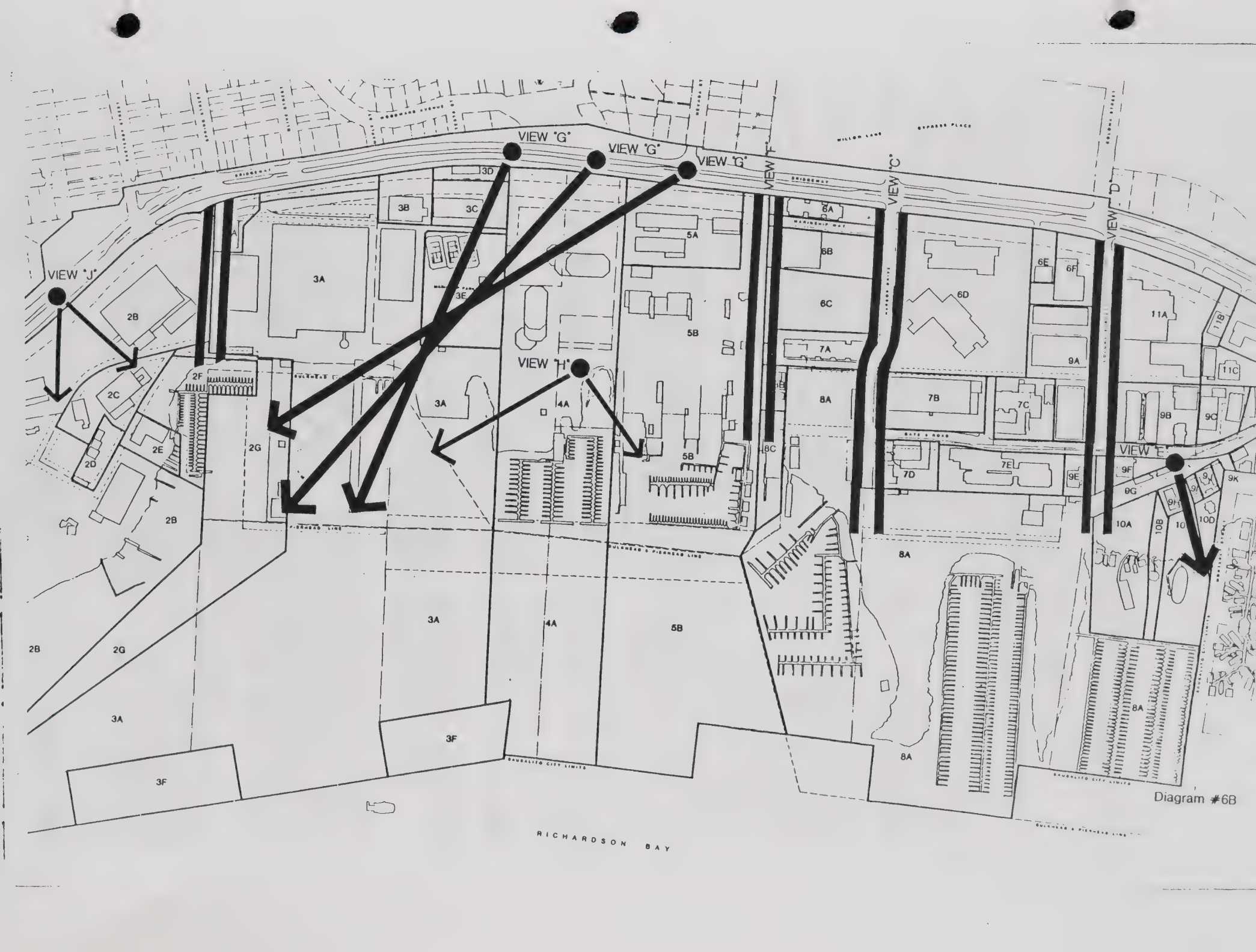

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Diagram #6B

The provision of the Zoning Ordinance shall apply to the granting of any variances to this standard.

C. VIEW CORRIDORS

1. VIEW CORRIDOR IDENTIFICATION

The identification, preservation and/or enhancement of view corridors through the Marinship is one of the original plan goals. Although a variety of corridors are potentially identifiable, the plan focuses upon those providing Richardson Bay views through the Marinship, typically from Bridgeway. (See Diagram #6).

Implementation of all View Corridors shall be required, when reasonable, as part of any development or redevelopment plans that would increase the Floor Area or market value of the parcel improvements by 25%. The City may elect not to require that existing structures be removed to implement a View Corridor if:

- suitable alternatives can be implemented;
- the structure is considered by the City to be of historical, cultural or social significance;
- the removal causes undue hardship upon the structure's owner or occupants.

View Corridors fall into two basic categories: those along street rights-of-way and those crossing Marinship parcels.

The street corridors include those identified in the Marinship Specific Plan EIR. These are:

View Corridor A: Napa Street, including the pier;
View Corridor B: Liberty Ship Way;
View Corridor C: Harbor Drive;
View Corridor D: Coloma Street;

Other EIR-identified corridors do not provide bay views but rather views into or along portions of the Marinship area. These corridors, along Nevada Street (looking east) and Marinship Way (looking north and south) are down existing streets and are not significantly impacted by development occurring along the rights-of-way.

The alignment of the View Corridors indicated in the Specific Plan document illustrates an ideal visual configuration of the corridor. If it can be demonstrated to the City's satisfaction that a realignment or configuration of the corridor effectively accomplishes the original visual intent of the corridor then such a realignment should be permitted. It may be

possible to adjust the corridor to coincide with various existing easements and thereby relieve the parcel owner from an additional reduction in the usable parcel area.

The Specific Planning process has identified additional corridors that provide important views of Richardson Bay and Sausalito maritime activities. These traverse parcel boundaries rather than street rights-of-way and include:

View Corridor E: Parcel 10C: view to bay from Varda Landing Road;

View Corridor F: Parcels 5B, 6A-C, 7A, 8B and 8C: view to bay from Bridgeway largely along the Marinship Loop Road route;

View Corridor G: Parcels 3A, 3E, 4A and 5A: view of maritime activity at the Army Corps pier, commercial fishing at Parcel 2G, and bay from Bridgeway;

View Corridor H: Parcel 4A: view of maritime activity at the Army Corps pier, commercial fishing at Parcel 2G, and bay from the marsh area of Parcel 4A;

View Corridor I: Parcels 1A, 1B and 2B: view of bay, Schoonmaker Point, and Mono Street marsh from Bridgeway at Mono Street;

View Corridor J: Parcels 2B-F: views of the Marinship industrial activity and where possible, views of the bay from Bridgeway between the Schoonmaker Building and the "55-Foot Tall" historic building.

View Corridors have been prioritized in the Marinship Specific Plan. These are:

- "Required Corridors": Views are to be maintained open, free of structures or landscaping that measurably obstruct views of Richardson Bay (or in specific cases, views of Richardson Bay maritime activity).

- "Desired Corridors": Permit a limited amount of view obstruction within the corridor (significant portions of the view are to be maintained).

- "Suggested Corridors": Occur in areas where achieving unobstructed views of Richardson Bay is difficult or may cause undue hardship upon the parcel owner's ability to develop the site without significant view blockage. In these instances, the building design and siting should attempt to create or maintain Richardson Bay views to the maximum extent considered reasonable by the City.

The Marinship View Corridors are prioritized as follows:

Required Corridors:

View Corridors A, B, C, D, F, and the Mono Street portion of Corridor I.

Desired Corridors:

View Corridors E, and G and the non-Mono Street portion of Corridor I.

Suggested Corridors:

View Corridors H and J.

2. VIEW CORRIDOR TREATMENT

Each view corridor listed above will require a different type of treatment. The purpose of each treatment is to maximize views to and through the Marinship, affording the maximum opportunities to see the bay and its maritime shoreline activity. The treatment of each view corridor shall be as follows:

View Corridor A: Napa Street, including the pier:

The intersection improvements at Bridgeway, redevelopment of the Napa Street pier and surrounding areas shall be designed to enhance, not interfere with, the view along Napa Street to the bay. Use of the pier for temporary boat tie-up will be permitted as along as the boat size and massing does not significantly obstruct the views. No permanent berthage will be permitted within the street right-of-way. No buildings should be located on the Pier or within the right-of-way.

View Corridor B: Liberty Ship Way:

This is not a dedicated public street but is an important access and view corridor. The landscaping treatment along its edges (between Schoonmaker and the Corps: Parcels 2A, 2B, 3A) is important to the view clarity and should be installed and maintained in a manner to preserve the water views along this short street segment. No structures or landscaping shall be located on Parcels 2F and 2G that will significantly obstruct water views from Bridgeway along Liberty Ship Way.

View Corridor C: Harbor Drive:

Due to a jog in the street alignment only a small portion of the shoreline marine activity is visible from Bridgeway. The most critical view impact consideration is the landscaping treatment within the Harbor Drive right-of-way. Plant selection and maintenance programs should preserve this narrow corridor.

View Corridor D: Coloma Street:

Given the sight line distances and topography, no shoreline view is likely down this northern Marinship street. However, by prohibiting the placement of structures and landscaping within a zone the width of the Coloma Street right-of-way between Gate 5 Road and the shoreline that would significantly obstruct views of the shoreline maritime activities from Coloma Street, it will be possible to provide views of the marine activity along the shoreline.

View Corridor E: Parcel 10C: view to bay from Varda Landing Road:

The Varda Landing Road access point for Parcel 10C (Onslow-Ford) currently affords a small view "window" to the houseboat, marina and open water areas. No structure or landscaping element should be located or treated in a manner that would significantly obstruct this view opportunity from Varda Landing Road.

View Corridor F: Parcels 5B, 6A-C, 7A, 8B and 8C: view to bay from Bridgeway largely along the Marinship Loop Road route:

The creation of the Marinship Loop Road along the property lines between the Parcels 5B, 6B, 6C and 7A (Arques, Big "G", Post Office and 150/180 Harbor) is a part of these Specific Plan designations. A view corridor opportunity exists along this new street axis, making it possible to see the shoreline marine activities from Bridgeway. Therefore, no structure or landscaping element should be located or treated in a manner that would significantly obstruct the shoreline activity view opportunity from Bridgeway.

View Corridor G: Parcels 3A, 3E, 4A and 5A: -view of maritime activity at the Army Corps pier, commercial fishing at Parcel 2G, and bay from Bridgeway:

A major view of Angel Island, Richardson Bay, the commercial fishing boats at Parcel 2G, and the maritime activities associated with the Army Corps operations (Parcel 3A) exists along a stretch of Bridgeway fronting on Parcels 4A and 5A. Given the elevation differences between Bridgeway and these two parcels it is not necessary to prohibit locating structures within this view corridor. The structures on these parcels should be located either along the edges of this corridor or be limited to heights that do not significantly interfere with views of the Parcel 3A shoreline and maritime activities of Parcel 2G. The landscaping treatment of these parcels should not significantly interfere with the same.

View Corridor H: Parcel 4A: view of maritime activity at the Army Corps pier, commercial fishing at Parcel 2G. and bay from the marsh area of Parcel 4A:

A public access open space and marsh has been developed on Parcel 4A's shoreline making it possible to enjoy views of the surrounding maritime activities. The location of any future structures or landscaping elements should not significantly obstruct the view of the surrounding shoreline marine activities, especially those occurring on Parcels 2G and 3A from the pedestrian walk and adjacent to the marsh area.

View Corridor I: Parcels 1A, 1B and 2B: view of bay, Schoonmaker Point, and Mono Street marsh from Bridgeway at Mono Street:

A relatively narrow view corridor between Bridgeway and Schoonmaker Point exists along Mono Street. This view opportunity should be preserved and enhanced. Therefore, no structures or landscaping element should be located or treated in a manner that would significantly obstruct the Schoonmaker Point view opportunity from Bridgeway along Mono Street, and to the extent possible, within 60 feet of Mono Street's northern right-of-way line.

View Corridor J: Parcels 2B-F: views of the Marinship industrial activity and where possible, views of the bay from Bridgeway between the Schoonmaker Building and 55' tall historic building:

It is currently difficult to see the bay, shoreline and industrial activity occurring within much of Planning Area 2 from Bridgeway due to the positioning of several large existing structures and the landscaping condition along the Bridgeway right-of-way and median.

To prohibit the placement of structures within this corridor would severely limit, and in some instances unfairly eliminate, development on several parcels. Such a prohibition is not the intent of this plan. It is the intent of this plan to review the placement, height and bulk of future structures in this area to evaluate their potential view impact with the purpose of providing the largest reasonable view of the bay, shoreline, and industrial activity associated with Planning Area 2 from Bridgeway.

Furthermore, the tree and ground cover plantings along the Bridgeway frontage and median should be maintained in such a manner that unobstructed views of Planning Area 2 and the shoreline are possible between the heights of 2.5 feet and 8 feet above the eastern curb elevation, along the eastern edge of Bridgeway, and between Napa and Spring Streets.

Bridgeway views toward the bay:

Consistent with the above remarks, the landscaping treatment along the entire length of Bridgeway, between Napa Street and the northern City Limits, should be designed and maintained in a manner to enhance the shoreline oriented view opportunities, as well as views into the Marinship area in general. No significant amount of landscaping should be permitted within a view "window" above 2.5 feet and below 8 feet in elevation above the eastern curb height, along the eastern edge of Bridgeway, unless otherwise approved by the City.

The corridors listed in this section are considered the primary view corridors in the Marinship. They are not, however, the only opportunities to view the Richardson Bay or the many focal points throughout the area.

Marinship development plans must be reviewed to evaluate their impact upon the view opportunities associated with each parcel. These view opportunities are intended to provide "windows" to and through each parcel, form orientation corridors, and reinforce the identification of various Marinship focal points. To the extent possible, buildings should be clustered and/or aligned in such a manner that the organization maximizes open space, views and continuity of both building form and open space. Property owners are encouraged to work with the Planning Department regarding the identification and treatment of these view opportunities.

In addition to the corridors described above, there are many locations throughout the Marinship that offer desirable views to the area's unique qualities. The design of open space, public access areas and pathways should attempt to incorporate these special view points into their route and design. These view points include:

- Napa Street Pier (Parcel 1C): bay and hillside views;
- Schoonmaker Point (Parcel 2B): bay and hillside views;
- Promenade at Onshore Marine Building (Parcel 2B): harbor views;
- Liberty Ship Way (Parcels 2F and 2G): views of bay, marina and fishing boats;
- Bay Model (Parcel 3A): views of the bay, fishing boats, Corps operations, marinas, shoreline and hillsides;
- Marina Plaza, southeast corner (Parcel 4A): views of Corps operations, fishing boats, marinas, bay and hillsides;
- Marina Plaza, marsh (Parcel 4A): views of marsh, bay, marina, Corps operations and fishing boats beyond;

- Caruso's Deck (Parcel 8A): view of bay, marina, boat launch and maritime activity;
- Sandy Point, between Clipper #2 and #3 (Parcel 8A): views of San Francisco, the bay, marina, Corps operations, fishing boats, houseboats, and hillside;
- Sandy Point, between Clipper #3 and #4 (Parcel 8A): similar to Sandy Point described above;
- Clipper #4 access point (Parcel 8A): views of marina and houseboats;
- Vallejo Ferry Site (Parcel 10C): views of houseboats and bay.

D. SETBACKS AND EASEMENTS

1. BUILDING SETBACKS AND EASEMENTS

The building setbacks for Marinship parcels shall be as required in the Zoning Ordinance, and as provided in this section. Evaluation of setback and easement requirements of any development proposal should include consideration of: public safety, use separation/integration, public access, view corridors, and support of the urban industrial character of the Marinship.

Building setbacks should adequately protect the public safety by separating buildings whose use or construction poses a threat to one another.

Building placement on a parcel should be clustered to the extent possible to optimize open space while providing definable urban forms, especially along street frontages. An "urban" rather than "suburban" treatment of building placement is preferred. In this context, buildings should define space rather than become points in space. Zero setbacks along streets and property lines are intended to encourage the placement of structures along the street to give the street definition and continuity. To the extent possible, or unless otherwise noted, buildings should not be set back from the street to provide space for parking lots. Instead, parking should be located behind or alongside the buildings.

The building placement on a parcel should respect the intent to provide public access, to provide views of Richardson Bay as well as views through the Marinship, and to create public and private open space areas.

These standards shall be required, when reasonable, as part of any new construction, redevelopment, or exterior building remodeling involving at least 25% of the existing Floor Area or representing 25% of the market value of the Parcel improvements. Existing structures, or undisturbed portions of existing structures, may remain in their existing locations, providing such positioning does not cause a threat to public safety.

To the extent possible, buildings in the Marinship should be sited and oriented in a manner that minimizes view blockage of the bay. Typically this will result in structures oriented perpendicular to the bay, positioned in front of each other in lines creating view corridors to the water. Typically building placement should not be permitted to unreasonably obstruct the water views from other buildings.

The Marinship building setbacks should be as follows:

a. **At Public Streets**: 0 (zero) feet.
Note: This is the existing setback standard. It is the preference of this plan that, to the extent possible, buildings be located at the street (public or private) right-of-way line.

b. **At Property Lines**:
All "I", "W" and "CS" parcels: 0 (zero) feet, except as follows: That portion of a parcel adjacent the "H" or "P" zones the required yards shall be:
- Adjacent to "H" zone: 20 feet;
- Adjacent to "P" zone: 30 feet.

c. **At Shorelines**:
As determined by the Planning Director.
Note: It is the intent of the Specific Plan to enhance the viability of Marinship maritime uses. It is also the intent of the Plan to provide reasonable physical and visual access to the bay.

The Planning Director should evaluate the existing site conditions, the proposed use or activity, the character and feasibility of public access, including such concepts as: marine uses frequently need direct access to the water, the quality of public access is not necessarily diminished by the location of buildings immediately adjacent to a pathway or shoreline, buildings may need to be sufficiently removed from the shoreline to create, protect or enhance existing or potential water views or use, protection of the bay water or environmental quality may or may not be harmed by a particular building placement.

d. **At View Corridors**:
As determined by the Planning Director.
Note: The Marinship Specific Plan identifies several important view corridors, primarily along public streets, offering views of the bay from Bridgeway (see Diagram #6: View Corridor Map).

Buildings along the streets will not conflict with these corridors, in fact they should further define them. Other view corridors have also been identified and these generally represent view opportunities through the Marinship to the bay that cross privately owned parcels. It is not the intent of the Specific Plan to prevent the placement of structures within these view corridors but rather to minimize their potential impacts. In some cases the height of a building should be controlled to prevent view interference. In others, potential structures should be re-oriented, re-positioned or re-designed to minimize their view impacts. Property owners of those parcels where view corridors have been identified are encouraged to meet with the Planning Director to discuss the setback issues and criteria.

Additionally, development plans must be reviewed by the City to evaluate the plan's conformance with the Specific Plan intent to provide view corridors and opportunities to and through the Marinship, as well as within individual parcels.

e. <u>At Public Open Space</u>:
- Dedicated Public Open Space: 30 feet;
- Public Open Space Easements: 30 feet;

Note: The City may consider reductions in these setback requirements if it can be demonstrated, to the City's satisfaction, that such reduction will enhance the use and quality of the open space.

2. **PARKING SETBACKS**

The parking setbacks for Marinship parcels shall be as required in the Zoning Ordinance. Any evaluation of setbacks should recognize the industrial use and urban character of the Marinship.

a. At Public Street and Pathways:
- No parking should occur within 5' of a public street right-of-way.
- No parking should occur within 5' of a designated pedestrian or bicycle path or easement.

b. At Property Lines: 0(zero) feet.

c. At Shorelines: 50' feet, unless otherwise approved by the Planning Director.

Note: See building setback at a shoreline note above for similar considerations.

d. At View Corridors:

Unless otherwise directed by the Planning Director there are no parking setback requirements within a designated view corridor. However, the Planning Director will evaluate proposed development plans to ensure that the parking areas do not significantly interfere with the effectiveness of the view corridor.

- Where parking occurs at street oriented view corridors the setback shall be the same as for the street (see item a. above).

e. At Public Open Space 10 (ten) feet.

f. At Buildings: 0 (zero) feet.

E. SITE COVERAGE, OPEN SPACE AND LANDSCAPING

The following standards shall be required, when reasonable, as part of any new construction, redevelopment, or exterior building remodeling involving at least 25% of the existing Floor Area or representing 25% of the market value of the Parcel improvements. Existing structures, or undisturbed portions of existing structures, may remain in their existing locations, providing such positioning does not cause a threat to public safety.

1. SITE COVERAGE

The building coverage limit for each zone is provided in the Sausalito Zoning Ordinance.

It is the intent of the Specific Plan to encourage the consolidation of building coverage on each parcel to enhance the opportunities of creating open space. To the extent possible, and where views are determined by the City to be enhanced rather than hindered, parcels should consolidate their development square footage on the smallest possible building footprint, e.g., construct multilevel rather than single level structures.

2. OPEN SPACE

a. Public Open Space
1) Requirements

Public access to designated open space areas should be required of all Richardson Bay frontage parcels in the Marinship. Public access to designated open space areas will be required of all Marinship parcels associated with the

development of pedestrian and bike paths systems, or as indicated in this plan document, or as required by the City.

2) Treatment

Pedestrian ways should be developed as described in Section III.C.6 of this document, or as directed by the Planning Director.

Bicycle paths should be developed as described in Section IV.A of this document, or as directed by the Planning Director.

The design of public open space areas should be approved by the Design Review Board. Improvements may include both hardscape and softscape materials, furniture, lighting, irrigation, signage, parking, and maintenance. The open space should be designed to include a variety of active and passive uses, including places to rest. When required by the City, waterfront open space will provide for water access, including small boat launch and/or tie-up.

b. Private Open Space

1) Requirements

Minimum Landscaped Area: 10% of Floor Area. The minimum landscaped area shall be increased to include all areas which are not covered by building area, paving or approved unenclosed areas.

2) Treatment

The open space should be designed to include a variety of active and passive uses, including places to rest and eat.

3. LANDSCAPING

a. Overview

The Marinship is a unique mixture of uses, physical environs and developed forms. It enjoys a spectacular shoreline, with views of Richardson Bay and surrounding hills. It is also an industrial area complete with all the associated textures, materials and activities. It is commercial with a wide variety of retail and service uses. No one landscaping approach can be applied to the entire area.

One overall concept can, however, be applied to the vast majority of landscape opportunities. That is of an urban, industrial neighborhood. In the Marinship, the most

successful landscape treatments are those that support the working waterfront or industrial nature of the area. This means that a great deal of the area should have hard surface materials, in the urban or industrial tradition, rather than soft surface materials in the suburban office or industrial park vernacular.

The landscape design of open space and pathway areas should include both hard and soft characteristics, as appropriate. Shoreline walks may vary from peaceful, green shoreline pathways to hard surface promenades along marine service or commercial areas. The pedestrian and bike paths should have suitable paving materials (no gravel on bike paths) and be bordered with softscape featuring trees for shade and visual interest.

Landscape materials should be selected recognizing the Marinship mix of uses and physical environment. Plants should be appropriate for the local climate, soil conditions, water table, water quality, maintenance, water consumption and ability to withstand the rigors of an industrial area. Paving designs and materials, especially in such transition areas as building entrances, level changes, parking lots and sidewalks, should accommodate the differential settlement anticipated on most parcels in the Marinship.

A significant issue in the Marinship is the control of drainage runoff, a frequent source of bay water pollution. The development plan for each Marinship parcel should utilize the potentials associated with good landscape design to control site drainage, and to the extent possible capture and filter the runoff prior to its leaving the parcel (not necessarily mechanical filters).

F. BUILDING HEIGHT AND BULK

Building heights and bulk should be compatible with the surrounding developments. Generally buildings should be lower along the shoreline to facilitate bay views from the inland areas. Where this is not possible, strategically placed separations between buildings should be provided. New buildings on the shoreline should be less than 32 feet high, unless it can be demonstrated that a 32-foot height is required because of the industrial nature and use of the building.

The structures should not exceed 3 stories or 32 feet in height, above grade, without approval of variances by the City. Building masses are to be modulated in plan, elevation and profile to avoid monotony of form and character, supporting the concept of the Marinship as an area with a mixture of uses and activities. Buildings taller than 32 feet may be considered by the City for any of the following reasons:

- **Heavy Marine Industrial uses** may require structures taller than 32 feet to adequately sustain the viability of a marine service considered important to Sausalito. Such a structure must be sited in such a manner that its location and form do not unreasonably obstruct views of the bay, especially from adjacent parcels. If these factors can be resolved, to the satisfaction of the City, such a structure should be considered with a Conditional Use Permit.

- **An existing structure,** deemed of historic interest by City of Sausalito and currently taller than 32 feet, may be remodeled but not replaced, with a Conditional Use Permit.

G. . SPECIAL REQUIREMENTS

1. GEOLOGY

One of the most important development suitability considerations in the Marinship relates to the generally poor geological condition of the area. The majority of the Marinship land area was created by the Federal Government during World War II by excavating what was then referred to as Pine Point and filling the bay, in some areas, with over a hundred feet of fill. This fill sits upon bay mud creating a poor foundation for most building types. Generally, the areas nearer the hillside have better soil conditions than those located near the bay edge. The area continues to settle and will continue to do so for the next two hundred years. The settlement stabilization problem is compounded by the addition of new structures and land fill.

The geological conditions in the Marinship have been studied over the years. During the Specific Plan Environmental Impact Analysis process the firm of EIP Associates, San Francisco, compiled important elements from the available geological studies and produced a summary report entitled "Geological Background Report, Marinship Area Plan", dated December 1985. The report includes among other things:

- a generalized geological map;
- tables indicating the ultimate amount of settlement of fills over mud and percent settlement of fills over time;
- a relative land stability map;
- known ecological hazards;
- a risk matrix.

All Marinship development applications will be required to provide and analyze, to the City's satisfaction, the geological suitability of the site to support the proposed improvements.

The following major points from the Geological Background Report should be noted regarding these analyses:

- An increase of liquefaction potential toward the bay related to clay-free sand layers occurs most commonly because of thin sand layers separating the bay mud within the younger bay sediments.

- An increase in settlement potential toward the bay related to the depth of bay mud and the amount and rate of new fill placed on the mud.

- Pockets of liquefiable sediments more than 50 feet below ground surface would have little effect on surface structures. Pockets of clean sand within 30 feet of the surface should be tested for blow count values and either removed or avoided during construction if they are liquefiable. Removal will be difficult because of the high water table.

- Thicknesses of bay mud less than 10 to 12 feet would need about three years to stabilize after new fill was added before construction could begin. Settlement time increases almost exponentially with depth of mud (50 feet of mud needs about 200 years to stabilize after filling). Pile foundations should be considered when mud thickness is shallow enough to allow their economical use.

- For most structures one- or two-stories high the danger posed by potential settlement is moderately low. Fifty-foot deep bore holes with standard penetration tests would be adequate for siting these structures. In most cases, standard foundation investigations are all that would be necessary (Risk Level I-1).

- Specific construction recommendations would vary with each building site, but some general recommendations can be made. Structural design should take into account anticipated seismic groundshaking. Seismic design parameters set forth in the Uniform Building Code (1980) should be <u>minimum</u> guidelines. Surcharging the area with structural fill would aid densification of underlying mud and sand layers, but would increase the rate of settlement. This increase is not necessarily undesirable, but the amount of settlement should be analyzed as part of the development proposal and incorporated in the structural design.

- Seismic risk generally can be reduced beyond UBC standards by using the Association of Professional Engineers of California Seismic Recommendations (1981) as basic standards for internal/dynamic loads.

Given the fluid nature of the Marinship, adding significantly to the existing dead load of one area can cause an elevational change to another. When reviewing a development application, the City will consider the potential impact on any adjacent parcels.

2. DRAINAGE

Currently two-thirds of the Marinship area does not drain into the existing stormwater system but drains directly into Richardson Bay. Additional development of buildings, streets and parking areas in the Marinship will increase the amount of impermeable surface, thereby potentially increasing stormwater runoff.

The bayside half of the Marinship is within the 100-year flood zone. The closer drainage lines are to sea level, the more difficult it becomes to achieve positive drainage without resorting to levees and lift pumps. The Marinship experiences flooding from upland drainage as well as tidal sources.

The most seriously impacted sites are at Schoonmaker, at the northern end of Varda Landing Road, and along the east side of Gate 5 Road. The Gate 5 Road sites must be raised in elevation. At Schoonmaker a larger system of drainage pipes must be designed and installed. Sedimentation has caused blockage of channels in the bay mud below the high tide line near Varda Landing Road, impeding drainage from this area at lower tides.

V. PUBLIC PROJECTS

The City of Sausalito has decided to take a relatively passive role in the realization of various infrastructure and improvement projects in the Marinship area, preferring to have the private sector provide the identified projects whenever possible.

The following Marinship projects have been identified as the responsibility of the City of Sausalito:

A. Marinship Way (partial):

That portion of this private street crossing the western edge of Parcel 4A (Marina Plaza) has been recently approved and installed by the property owner. The roadway alignment features two 90-degree turns and a blind intersection near Marinship Park. The route included in the Marinship Specific Plan would smooth the curves to improve the sightlines and thereby the traffic safety. (See Diagram #4). Reconstruction would include the demolition of the existing roadway, sidewalk, parking lot and landscaping, and the new construction of the same, locating a portion of the parking lot to the west side of the new roadway alignment.

B. Bridgeway Landscaping Project:

This extensive improvement plan, prepared by Landscape Architect Paul Leffingwell, has been delayed due to the high cost of implementation. Portions of the project could be determined to be Private Sector projects or combinations of Public and Private Sector projects.

C. Bridgeway at Gate 6 Road Intersection:

Various improvements to this intersection, including the addition of a free right turn, eastbound into Waldo Point, and lengthening the northbound left turn pocket would significantly improve the Marinship's worst weekday, PM peak hour traffic congestion problem. This intersection, and improvement, was evaluated in EIR Section 4-53.

D. Bridgeway at Harbor Drive Intersection:

Various improvements to this intersection, including the addition of a free right turn, eastbound onto Harbor Drive from Bridgeway, would significantly improve the Marinship's second most congested intersection. This intersection, and improvement, was evaluated in EIR Section 4-53.

The City has expressed the willingness to consider providing limited support for the following private projects:

- Bridgeway intersection improvements at: Gate 5 Road, Coloma Street, Easterby Street and Napa Street;
- Commercial Fishing facility creation or enhancement in association with the State Coastal Conservancy;
- The purchase or preservation of the Industrial Center Building (ICB) on Parcel 7B, for the use of Sausalito artists;
- The development of an Art Center or Institute for education, enrichment and support of local artists, including "artist in residence" programs;
- Public Use projects on private sites in the Marinship.

E. The Redevelopment of the Napa Street Pier:

The Napa Street Pier, Parcel 1C, is located adjacent to Dunphy Park, at the southern end of the Marinship. The pier is currently condemned and should be reconstructed for public use.

F. Other Potential Public Projects: **Clipper Basin Sandy Point, Terra Landing, Marinship Park Extension, Industrial Center Building.**

Potential public projects include the acquisition of the following areas to provide public use of the shoreline:

Clipper Basin Sandy Point: Diagram 5B, page IV.A-9, indicates a "Special Area" located between Clipper Basins #2 and #3. This privately-owned open space area has been enjoyed by the public for many years. The site offers great views of San Francisco, Richardson Bay, and Sausalito from its eastern tip.

Terra Landing: The Terra Landing site, Parcel 1B, is located adjacent to Dunphy Park and the Napa Street Pier. This area has been identified as a potential public open space site which could provide an extension of Dunphy Park to the Mono Street marsh restoration.

Marinship Park Extension: Marinship Park, Parcel 3E, is located between the Bay Model and the Marina Plaza office project. Currently, the Army Corps dredging operations separate the park from the shoreline. A potential extension of the park, along the northern edge of the dredging operation area, was identified during the planning study. Should the Corp make the parcel available to the City, it would make it possible for the Marinship Park to provide enhanced public access to the shoreline.

VI. SPECIFIC PLAN IMPLEMENTATION

A. PUBLIC PROJECTS

The following sections list the various funding methods that could be used to implement the public projects described in the Marinship Specific Plan.

1. REDEVELOPMENT

State legislation created the California Community Redevelopment Law which permits local agencies to generate tax increment financing to subsidize local project improvements. This procedure provides for selection of a survey area, analysis of the need for redevelopment, selection of a project area and preparation of a preliminary plan and preparation of a redevelopment plan. Tax increment financing can be summarized as follows: the assessed value for the project area is "frozen" and all increases in assessed value and subsequent property tax go to the Redevelopment Agency for improvements to the project area.

In November 1972, the Sausalito City Council designated itself a Redevelopment Agency. In November 1977, the City Council adopted Resolution No. 2722 designating a survey area with 260 acres, which included the Marinship. After preliminary review in 1978 the project was dropped.

2. OTHER AGENCY PROGRAMS

Included under this category would be loans and/or grants from the State Coastal Conservancy, Wildlife Conservation Board and Marin Community Foundation.

3. GENERAL OBLIGATION BONDS

Passage of Proposition 46 authorized California cities to issue general obligation bonds for the first time since 1978, when Proposition 13 limited the tax rate on real estate property to 1% of cash value.

Proposition 46 amended the California Constitution to create an exception from the property tax limitation for taxes to pay debt service on any bonded indebtedness for the acquisition or improvement of real property provided that such indebtedness is approved by two-thirds of the voters voting on the measure. General obligation bonds are bonds secured by a pledge of the issuer to levy and collect property taxes at an unlimited rate and amount to the extent other funds are not available to pay the bonds. By limiting the property tax rate, one effect of Proposition 13 was to take away from local governments the power to issue general obligation bonds.

Proposition 46 restored that power by permitting local governments to levy a property tax above the 1% limit to pay for such bonds.

Proposition 46 limits the use of general obligation bonds to "acquisition or improvement or real property . Accordingly, such bonds may be used to acquire land, to acquire or construct buildings and other facilities and structures affixed to land, and for public works such as streets, lighting and sewers.

General obligation bonds offer several advantages over other methods of debt financing:

a. General obligation bonds have always been the least expensive source of financing. Bond investors view property taxes as the most reliable source of repayment.

b. General obligation bonds usually involve much simpler documentation and procedures than other types of debt.

c. Normally, reserve funds and capitalized interest are not required for general obligation bonds.

d. Because general obligation bonds are payable from the issuer's general fund, no particular revenue stream is required to support the issuance of such bonds.

e. Property taxes and other monies used to pay debt service on general obligation bonds do not constitute "appropriations subject to limitation" within the meaning of the Gann spending limit and, consequently, do not count against the issuer's "appropriation limit". This feature will become increasingly important as local governments approach their constitutional spending limits.

The issuance of general obligation bonds must first be approved at an election, which is held in the same manner as for any other local proposition. After the required two-thirds voter approval, the governing body of the issuer authorizes the sale and issuance of specific bond issues.

4. INDUSTRIAL DEVELOPMENT (Private Activity) BONDS

The purpose of industrial development revenue bonds (IDBs) is to assist private firms and corporations in the construction, expansion, and relocation of commercial or energy related facilities.

The California Industrial Financing Act authorizes cities and counties to create industrial development revenue bond authorities which may issue tax-exempt bonds to finance assembling, fabricating, manufacturing, or energy related facilities for private enterprise. Bonds issued under the Act are repaid solely by private enterprise, with no taxes or other public monies obligated therefore.

Public entities must determine criteria for participating in IDB issues based on public benefit, e.g., creation of jobs, increase in property and sales taxes, economic growth in distressed areas, and long-range prospect of the private corporation.

5. DISBURSEMENT FROM GENERAL FUNDS

The City Council annually approves a Capital Improvement Program which authorizes construction of public projects such as streets and parks.

6. PRIVATE DEVELOPMENT REQUIREMENTS

As condition of development approval from the City, it may be possible to require that particular projects be completed by the private sector and dedicated to the City for maintenance.

7. OTHER POTENTIAL PUBLIC PROJECTS

The following options are available to acquire the Sandy Point area between Clipper Basins #2 and #3, Terra Landing, the Marinship Park extension, and the Industrial Center Building (see item E, page V-3) for public use:

- Purchase by the City following a Bond Issue Election;

- Requirement of dedication by the owner to the City or the Southern Marin Land Trust in conjunction with a development project;

- Purchase for public open space or use with Coastal Conservancy money;

- Seek a donation to the City or Southern Marin Land Trust to obtain a tax credit for the property owner;

- Obtain a below market sale or long term lease with conditions regarding use and development of property;

- Secure an agreement from the owner ensuring continued public access and use of the area (no transfer of ownership required).

B. PRIVATE PROJECTS - SPECIAL ASSESSMENTS

While there are a variety of special assessment practices and procedures, some principles are common to all. The principal requirements of a valid special assessment are:

- The use for which the money is raised must be for a public purpose;

- The improvement for which the assessment is levied must beneficially affect a well-defined and limited area of land;

- The total assessment must not exceed the cost of the improvement;

- The actual assessment must be proportional to the benefit received;

- The owner of the land assessed must be given an opportunity for a hearing on the extent of benefit.

Special assessments can be levied only where the land of a property owner will be specifically benefited by the improvement and/or acquisition for which the special assessment is levied.

Special assessments can be constitutionally apportioned upon any basis which will reasonably measure benefits. Apportionment usually is based on frontage, area, units, assessed value, or some combination thereof. Any formula of benefit must, however, be uniformly applied to all properties similarly benefited.

Special assessment financing is applicable when the value or benefit of the improvement can be assigned to a particular property, so special assessments should not be used where the project meets the test of a public good for an entire community. Assessments are levied in special amounts against each individual property on the basis of the benefit each one receives. An engineer is responsible for determining the allocation of benefits and assessments.

In order to determine the benefits and assessments for each parcel, the engineer may consider any or all of the following criteria: proximity of property to the project, front footage of the property, area of the property, units of use of water, number of housing units, building size, and land value.

Improvements for which special assessments may be levied are often associated with infrastructure, or the support structures necessary to a community. Examples include street paving, sidewalks, curbs, gutters, collection sewers, water services, street lighting, off-street parking, landscaping, storm drainage systems, land and easements, plus incidental engineering, legal and financing costs.

Special assessments may be used for both publicly dedicated on-site and off-site improvements. The boundaries of a special assessment district are not required to be contiguous, but the entire included area is always required to benefit from the project.

Assessment district financing is commonly initiated by the property owners to be benefited. This may mean an established community which may want to upgrade its infrastructure or it may mean a single developer who is interested in securing low interest financing for the qualifying public components serving the development.

APPENDIX: A. STUDY ROSTER

CITY COUNCIL: City of Sausalito

April 1986 to April 1988:	April 1988 to Present:
Ray Taber, Mayor 1987-88	Robert Mitchell, Mayor 1989-
Robert Mitchell	Robin Sweeny, Mayor 1988-89
Carol Peltz, Mayor 1986-87	Raymond Buddie
Lore Phillips	Lore Phillips
Robin Sweeny, Mayor 1985-86	Annette Rose

Past Council Members participating in the Specific Plan creation include:

Leon Huntting
Alice Rogers Mayor 1984-85

PLANNING COMMISSION:

April 1986 - 1988:	1988 - Present:
Robert Politzer, Chairman	Robert Politzer, Chairman
Raymond Buddie	Cameron Dorsey
Charles Lambert	Carl Krause
Pat Zuch	Charles Ruby
Dick Seashore	Dick Seashore

Past Commission Members participating in the Specific Plan creation include:

Douglas Fancher Chairman 1984-86
Patrick Nolan
Mark Scott
Vance Wilson

MARINSHIP SPECIFIC PLAN ADVISORY COMMITTEE:

Jacques Ullman, Chairman
John Blayney
Eric Elsesser
Adrienne Going
Arlene Knudsen
Lore Phillips (to City Council April 1986)
Sol Silver
Jack Tracy

CONSULTANT TEAM:

Planning Consultant:

Walter Raleigh Stewart AIA

Environmental Consultant:

EIP Associates

Economic Consultant:

Recht Hausrath & Associates

Traffic Consultant:

DKS Associates

Public Hearings and Revisions:

Lynn Treais

APPENDIX: B. GLOSSARY OF TERMS

The Marinship Specific Plan document uses a variety of expressions, many of which are defined in the existing Zoning Ordinance (Section 10.102) or are commonly used planning terminology.

The Glossary of Terms is divided into two categories: terms used when describing, or referring to, the Specific Plan document contents, and the definition of the Specific Plan Uses. The terms are defined as follows:

1. SPECIFIC PLAN DOCUMENT TERMS

AFFORDABLE: The term has several applications. Affordable rent or sale price is one less than or equal to a percentage of annual personal income, typically a percentage of what is considered a Low and Moderate Marin County income level. An affordable income level is one established by the Sausalito City Council, and may relate to the Marin County Housing Authority definition of Low and Moderate income levels.

ARKS: Dwelling, Single Family Ark. A single family dwelling existing in the R-A Zoning District at the time of adoption of Title 10, or a single-family dwelling the exterior design of which is an exact replica of the structure existing at the time of adoption of Title 10.

BCDC: San Francisco Bay Conservation and Development Commission.

BERTH: A space or harbor slip for the mooring or storage of a boat. A "dry berth" refers to dry boat storage on land.

COUNCIL or CITY COUNCIL: The Sausalito City Council.

CUP: Conditional Use Permit.

DENSITY: A measure of residential intensity expressed as the number of residential dwelling units per acre (du/ac).

EASEMENTS: A variety of easements exist in the Marinship area. These include those for streets, railroads, pedestrian and bicycle ways, public access, public use, and navigational access. Of particular interest when calculating the amount of allowable development on a parcel are those described in the Zoning Ordinance, Section: 10.201.

EIR: Marinship Specific Plan Environmental Impact Report (Certified by the City Council February 4, 1986).

FLOOR AREA: see Zoning Ordinance, Section 10.102.

FLOOR AREA RATIO: see Zoning Ordinance, Section 10.102.

FULL SERVICE SUPERMARKET: Primarily a retail food store which also sells household supplies such as paper goods, cleaning supplies, and health and beauty items. May also include a small take-out deli or bakery.

GENERAL PLAN: City of Sausalito's General Plan, originally adopted in December 1970 and amended in 1979.

HARBOR: A part of a body of water protected and deep enough to furnish anchorage. Frequently interchanged with the term "marina".

HOUSEBOATS: A boat, vessel or structure in the water intended generally to be supported by means of flotation and to be maintinaed without a permanent foundation, used principally for residential purposes and generally not used for active navigation, and provided with a city-approved sewer connection.

INCLUSIONARY USE and RATIO: A use permitted in the Marinship only when another specified use accompanies its development. For example, commercial is an inclusionary use in the "I" zone and can only be developed when done so concurrently with industrial. Commercial development or construction shall not be done prior to or independently of industrial. The inclusionary ratio is the designated proportional relationship between the inclusionary uses. Using the same example, the inclusionary ratio is the amount of commercial area permitted on a parcel as a proportion of the amount industrial area in the proposed development.

INTENSITY: A measure of the amount of permitted Floor Area to the size of the development area or parcel expressed as Square Feet per acre (sf/ac). Similar to Density except that it refers to non-residential uses.

LIVEABOARD BOATS: Navigable vessel with an accessory use as a residential dwelling.

LUMBERYARDS: Commercial facility devoted to the storage and sale of lumber and other construction materials.

MARINA: Frequently interchangeable with the term "harbor". The term generally applies to harbors for pleasure boat use, while the term harbor can also include marine service berths.

MARINE SERVICE HARBOR: A part of a body of water protected and deep enough to furnish anchorage for mooring of boats or similar floating vessels used in the performance of a marine industrial activity or service conducted on the vessel or nearby on the land.

NET LAND AREA: That dry land portion of a parcel remaining after subtracting the easements stipulated in Zoning Ordinance Section 10.201 and inland of the so called "BCDC water line" (approximately elevation 5.7 feet above mean lower-low water; see BCDC Standards).

PARCEL: See Zoning Ordinance, Section 10.102.

PARCEL AREA: See Zoning Ordinance, Section 10.102.

PLAN: When expressed as the "Plan" it refers to the Marinship Specific Plan.

PLANNING PARCEL: A parcel designated in the Marinship Specific Plan as a planning unit typically consisting of Assessor Parcels under a common ownership (given such notations as: Parcel 1A: "1750" Bridgeway). See Specific Plan Document Section: I.B.

RBSAP: Richardson Bay Special Area Plan, the version adopted by the City of Sausalito in the fall of 1984.

SITE: Frequently used interchangeably with the term "parcel".

SITE AREA: Frequently used interchangeably with "Parcel Area".

SMALL BOATS: Does not require a trailer to be transported, can be hand carried to and from the water by several persons, and does not require any special equipment to launch or haul out the craft. Such boats could include rowing boats, canoes, small kayaks, and very small sail boats. Such boats are likely to weigh about 100 pounds or less.

SPECIFIC PLAN: The Marinship Specific Plan.

WAREHOUSING: Commercial facility devoted to the enclosed storage of goods and materials.

YACHT CLUBS: The only Yacht Clubs permitted in the Marinship are tax exempt Yacht Clubs (those Yacht Clubs receiving less than 15% of their gross receipts from non-members).

ZONING ORDINANCE: The Sausalito Zoning Ordinance.

2. MARINSHIP SPECIFIC PLAN USE DEFINITIONS

Note: Each use definition is accompanied by a brief description of the proposed intent of the use, a definition, a list of examples for reference (not intended as a complete list of permitted uses), and attendant remarks.

Listed by major category, the uses are:

INDUSTRIAL USES:

Intent:

A primary intent of the Marinship Specific Plan is to maintain the industrial use of the area and to serve the needs of Sausalito residents. These include both general and marine industrial elements.

The intent of the industrial use designations is to focus upon the uses that are most consistent with the needs of a working waterfront and industrial area.

Art uses have in the past have been included within the industrial designations. This Specific Plan study seeks to distinguish the two only to enhance the art usage. Art uses should continue to be permitted with the industrial categories, but also have their own use designation, as described herein.

Definitions:

GENERAL INDUSTRIAL:

This use includes a wide range of relatively small scale, low intensity, low traffic generating, non-polluting, light industrial manufacturing, assembly, repair, services, non-office type research and development activities, and arts uses consistent with many of those found in the Marinship and are considered of need or asset to the community. It is not the intent to provide non-industrial commercial uses, such as commercial office or retail within this category.

Examples:

The following is a partial list of potential uses which would be consistent with the intent:

Light Manufacturing, industrial research and development uses;

Warehousing;

Industrial, trade, and business service uses such as:

- -Blueprinting and photostating,
- -Building maintenance,
- -Business, professional, trade and cultural schools (CUP),
- -Cleaning and laundry plants,
- -Flat glass shops,
- -Industrial equipment sales and rentals,

-Lumberyards (CUP),
-Marine Industrial uses listed below (see Remark),
-Newspaper publications and print facilities,
-Nurseries (CUP),
-Packing and crating,
-Parcel delivery services,
-Photo finishing labs (CUP),
-Plumbing, heating and ventilating facilities,
-Recording studios,
-Repair shops (automobiles, appliances, radio and T.V., furniture),
-Sign shops.

Remarks:

All Marine Industrial and Arts uses listed below would also be permitted with the General Industrial designations.

MARINE INDUSTRIAL (land and water):

Marine Industrial uses should be consistent with the protection of the waterfront area and promotion of marine-oriented businesses. Permitted uses would include a wide range of relatively small scale, low intensity, non-polluting, low traffic generating, light marine industrial manufacturing, assembly, repair, services, marine industrial research and development activities, and arts uses consistent with those found in the Marinship and considered to be of need or asset to the community, other marine services, and a working waterfront.

Examples:

The following is a partial list of potential uses which would be consistent with the intent of this use:

-Boat building,
-Boat engine repair,
-Boat launching ramps, haul-out, dry docks (CUP),
-Boat maintenance,
-Boat measuring and surveying
-Boat repair,
-Boat restoration,
-Boat service,
-Boat storage,
-Boat towing,
-Commercial fishing facilities (not processing plants) (CUP),
-Diving equipment, lessons and services,
-Engine repair and service,
-Houseboat construction,
-Marine carpentry, cabinet making, woodworking,
-Marine electronics service and repair,
-Marine mechanical systems,
-Marine equipment manufacturing, service and repair,

-Marine Research Laboratories,
-Marine salvage,
-Marine welding and fabricating,
-Rigging,
-Sail, Canvas construction and repair,
-Sailing and marine related skills schools,
-Sewer ejection systems.

Remarks:

Marine service commercial uses are listed separately below. Several marine service uses that could be included under this designation are listed in the maritime category.

ARTS USES:

Intent:

The preservation and enhancement of arts uses in the Marinship is one of the Specific Plan goals. Arts uses are distinguished from other industrial or commercial activities by both their scale of operation (small) and design orientation. Arts development in the Marinship should seek to attain a mix of art orientations including industrial, marine, fine and applied arts uses.

Note: It will be advisable to seek the services of professional arts organizations (e.g., the Marin Arts Council) to provide a review of potential uses and/or users that might qualify for "Arts" status.

Definitions:

INDUSTRIAL ARTS:

These uses include the design, crafting and construction of unique or custom made industrial products.

Examples: The following is a partial list of potential uses which would be consistent with the intent:
-Cabinet Making,
-Metal fabricating,
-Casting (metal, concrete, plaster, plastic, etc.),
-Woodworking shop.

MARINE ARTS:

These uses include the design, crafting and construction of unique or custom made marine products.

Examples: The following is a partial list of potential uses which would be consistent with the intent:

- -Boat building, fabricators,
- -Marine carpentry, cabinet making, woodworking.

FINE ARTS:

These uses include the design, crafting and construction of unique, fine art products.

Examples: The following is a partial list of potential uses which would be consistent with the intent:

- -Artists, such as painters, potters, sculptors, photographers, poets and authors,
- -Art and Craft studios,
- -Publishers (CUP),
- -Theatrical groups (CUP).

APPLIED ARTS:

These uses include the design, crafting and construction of unique, custom made applied art products.

Examples: The following is a partial list of potential uses which would be consistent with the intent:

- -Architects, building designers,
- -Commercial photographers,
- -Computer software and hardware designers,
- -Graphic design, including production,
- -Home decorators,
- -Industrial designer,
- -Interior designer,
- -Landscape architects, designers
- -Marine applied arts such as:
  - -Marine graphics, illustrators,
  - -Marine photographers,
  - -Marine publishers,
  - -Nautical arts and photography,
  - -Naval architecture, designers
  - -Naval engineering.

COMMERCIAL USES:

Intent:

The intent of commercial use is to provide Sausalito, primarily the Marinship, adequate commercial service support to ensure a viable industrial, maritime and art community asset.

COMMERCIAL OFFICE:

Any future office use in the Marinship will be limited to accessory office use (the small amount of office activity needed to administer the operations of an approved use) within the same structure to which it is accessory. There shall be no separate and free standing "accessory-office buildings" except as approved by Conditional Use Permit. Existing office buildings and uses may continue as permitted uses.

RETAIL:

Community serving retail use intended to provide for the sales of frequently purchased household necessities and services required by Sausalito residents. No retail use, other than a "full service supermarket" in the CS zone will be permitted. A "full service supermarket" refers to a retail food store which also sells household supplies such as paper goods, cleaning supplies, and health and beauty items, and may also include a small take-out deli or bakery.

COMMERCIAL SERVICES:

BUSINESS COMMERCIAL SERVICE:

Convenience goods and consumer service establishments to service the needs of local businesses.

Examples: The following is a partial list of potential uses which would be consistent with the intent:

-Art and business supplies,
-Blueprint and photostat facilities,
-Printing facilities,
-Secretarial services.

MARINE COMMERCIAL SERVICE:

Convenience goods and consumer service establishments to service the maritime needs of the community.

Examples:

The following is a partial list of potential uses which would be consistent with the intent:

-Bait and tackle shops, including a limited amount of accessory provisioning of food and beverage, ice dispensers,
-Boat engine sales and repair,
-Boat charters,
-Boat sales, rentals,

-Chandlery,
-Engine sales, repair and service,
-Marine electronics sales, service and repair,
-Marine equipment and supplies sales (including provisioning of food and beverages),
-Marine fuel facility (CUP),
-Marine equipment sales, manufacturing, service and repair,
-Marine miscellaneous services (mail services, compass adjuster, provisioning, etc.),
-Sports fishing facilities,
-Veterinary clinic (allowed only as an accessory use to a marine research laboratory, CUP),
-Wholesale and retail fish sales (CUP),
-Yacht sales and delivery.

RESTAURANTS: (CUP)

Businesses providing food and drink products for sale, to be consumed on the premises, to meet the needs of Marinship workers and residents. This restaurant activity, limited dining on the premises, does not refer to what would normally be considered serving "fast food". The number of seats and hours of operation will be as determined by the City.

Examples:
-Cafe,
-Cafeteria,
-Delicatessen with dining on the premises,
-Restaurant.

SMALL SCALE EATING ESTABLISHMENTS: (CUP)

Businesses providing food and drink products for sale, to be consumed on or off the premises, to meet the needs of Marinship workers and residents. This use does not include what would normally be considered serving "fast food". The number of seats shall not exceed twenty, and the actual number of seats and hours of operation will be as determined by the City.

FOOD SERVICES: (CUP)

Businesses providing food and drink products for sale, to be consumed off premises, to meet the needs of Marinship workers and residents. This use does not include what would normally be considered serving "fast food".

Examples:

The following is a partial list of potential uses wnich would be consistent with the intent:

-Bakeries,
-Delicatessen (packaged beer and wine as an accessory use),
-Foodstores (packaged beer and wine as an accessory use).

RESIDENTIAL USES (Land):

No land based residential use will be permitted in the Marinship except as follows:

- That currently permitted in the Houseboat (H) zone;
- Existing legal land based units outside the "H" zone will be allowed as legal non-conforming uses.

RESIDENTIAL USES (Water):

Intent:

It is the intention of the water-based residential use designations to address the special needs of the maritime industries and services, while attempting to enhance the public's access, use and enjoyment of the water areas.

Note: Liveaboard use of Maritime boats is described separately below.

Definitions:

HOUSEBOAT:

A boat, vessel or structure in the water intended generally to be supported by means of flotation and to be maintained without a permanent foundation, used principally for residential purposes and generally not used for active navigation, and provided with a city-approved sewer connection.

ARK:

Dwelling, Single Family Art. A single family dwelling existing in the R-A Zoning District at the time of adoption of Title 10, or a single-family dwelling the exterior design of which is an exact replica of the structure existing at the time of adoption of Title 10.

PLEASURE BOAT LIVEABOARD:

Navigable vessel, in recreational use, with liveaboard residential occupant(s) for harbor or marina security purposes.

MARITIME USES:

Definitions:

WET BERTH HARBORS (Pleasure and Marine Service):

Fixed or floating piers, docks, slips, and berths in a marina or harbor for the mooring of floating vessels. (See Appendix- B.1 above)

DRY BERTH HARBORS:

Storage of vessels out of the water, typically on land. (See Appendix-B.1 above)

MARINE SERVICE HARBOR: A part of a body of water protected and deep enough to furnish anchorage or mooring of boats or similar floating vessels used in the performance of a marine industrial activity or service conducted on the vessel or nearby on the land.

MARITIME SERVICE BERTHS AND BOATS including:

MARINE SERVICE BOAT or BERTH:

A boat, vessel or berth for a boat used in the performance of a marine industrial activity or service conducted on the vessel or nearby on the land. Liveaboard use of the vessel is acceptable where it can be demonstrated, to the City's satisfaction, that such residential use is necessary to provide the maritime service.

Examples:

-Boat building,
-Boat engine repair,
-Boat maintenance,
-Boat measuring and surveying,
-Boat repair,
-Boat restoration,
-Boat service,
-Boat towing,
-Commercial fishing facilities (not processing plants) (CUP),
-Diving equipment, lessons and service,
-Engine repair and service,
-Houseboat construction,
-Marine carpentry, cabinet making, woodworking,
-Marine educational boat,
-Marine electronics service and repair,
-Marine mechanical systems,
-Marine equipment manufacturing, service and repair,
-Marine research laboratories,

-Marine salvage,
-Marine welding and fabricating,
-Naval architecture,
-Naval engineering,
-Rigging,
-Sail, canvas construction and repair,
-Sailing schools,
-Sewer ejection systems.

MARINE CRAFTSMAN BOAT or BERTH:

A boat, vessel or berth for a boat used by craftpersons in the performance of a marine industrial activity or service conducted on the vessel or nearby on the land. Liveaboard use of the vessel is acceptable where it can be demonstrated, to the City's satisfaction, that such residential use is necessary to provide this maritime activity.

Examples:
-See list of marine industrial uses above,
-Marine Arts uses, such as:
-Boat building, fabricators,
-Marine carpentry, cabinet making, woodworking,
-Marine graphics, illustrators, sculptors,
-Marine publishers,
-Nautical arts and photography.

WATER-BASED ART USE BOAT or BERTH:

A boat, vessel or berth for a boat used by Marinship artisans in the performance of their craft on the vessel or nearby on the land, with a preference given to those in a marine activity. Liveaboard use of the vessel is acceptable where it can be demonstrated, to the City's satisfaction, that such residential use is necessary to provide this maritime activity.

Examples:
-Artists, such as painters, potters, sculptors, photographers, poets and authors.

Remarks:
The water-based art use of vessels in the Marinship has existed since the early fifties. The waterfront history is filled with such painters, poets, and writers as Varda, Alan Watts, and Onslow-Ford who were attracted to the Marinship and its water-based residential opportunities. The City will seek the services of professional arts organizations (e.g., the Marin Arts Council) to provide a review of potential uses and/or users that qualify for "Arts" status.

HISTORIC BOAT or BERTH:

A vessel of historical significance or interest to the City of Sausalito and so designated by the Sausalito Historical Landmark Board. Liveaboard use of the vessel is acceptable where it can be demonstrated, to the City's satisfaction, that such residential use is necessary to maintain its use or condition, or provide this maritime activity.

INSTITUTIONAL BOAT BERTH:

A vessel used on a regular basis by a public institution in the performance of a maritime service or duty. Liveaboard use of the vessel is acceptable where it can be demonstrated, to the City's satisfaction, that such residential use is necessary to provide this maritime activity.

APPENDIX: C. TRAFFIC TRIP GENERATION RATES

The Traffic Trip Generation Rates used by DKS Associates to analyze the projected traffic conditions in the Marinship Specific Plan were provided in the Marinship EIR. They are based on standard trip generation rates developed by CALTRANS and the Institute of Transportation Engineers, supplemented by counts conducted in Sausalito by DKS Associates.

These are reprinted below in Table C.

TABLE C
WEEKDAY PM PEAK-HOUR TRIP GENERATION RATES FOR SELECTED LAND USES

Type of Use	Per unit	Vehicle Trips per Unit Inbound	Outbound
General Industrial	1000 sf	.41/TSF	.77/TSF
Marine Industrial	1000 sf	.15/TSF	.35/TSF
Arts	1000 sf	.40/TSF	.70/TSF
Offices	1000 sf	.39/TSF	2.42/TSF
Retail	1000 sf	1.47/TSF	1.47/TSF
Restaurant	1000 sf	3.80/TSF	2.40/TSF
Land-Based Residential	Dwelling Unit	.34/Unit	.17/Unit
Live-Work Residential	Dwelling Unit	.20/Unit	.10/Unit
Houseboats	Dwelling Unit	.34/Unit	.17/Unit
Wet Marina Berths	Berth	.09/Brth	.09/Brth
Dry Marina Berths	Berth	.06/Brth	.06/Brth

Note: The following uses were not listed in the EIR table but were included in the Traffic Analysis:

Commercial Service	1000 sf	N/A	.00/TSF
Food Service	1000 sf	N/A	.00/TSF
Liveaboard Boats	Berth		-.10/Brth

Note: The following uses have not yet been assigned trip generation rates:

Post Office: this use was treated separately in the Post Office EIR.

Marine Service: water-based use, with and without liveaboard use.

Note: The Outbound Trip Rates are considered critical to Marinship traffic planning.

The Marinship Specific Plan Development Standards, Section III.A, describe the concept of assigning an industrial equivalent

FAR to uses currently above the maximum FAR limits that also produce a PM Peak hour traffic impact greater than General Industrial uses.

To establish the Outbound PM Peak-hour Trip Generation Industrial equivalent of Marinship uses it is necessary to convert the Trip Generation Ratios listed above in Table C into a form that compares all uses to General Industrial. These ratios are provided in Table D below.

TABLE D
OUTBOUND PM PEAK-HOUR TRIP GENERATION RATE
GENERAL INDUSTRIAL EQUIVALENTS

Type of Use	Per unit	Vehicle Trips per Unit Outbound	Equivalent Ratio
General Industrial	1000 sf	.77/TSF	1.00
Marine Industrial	1000 sf	.35/TSF	.45
Arts	1000 sf	.70/TSF	.90
Offices	1000 sf	2.42/TSF	3.14*
Retail	1000 sf	1.47/TSF	1.91*
Restaurant	1000 sf	2.40/TSF	3.12*
Land-Based Residential	Dwelling Unit	.17/Unit	.22
Live-Work Residential	Dwelling Unit	.10/Unit	.13
Houseboats	Dwelling Unit	.17/Unit	.22
Wet Marina Berths	Berth	.09/Berth	.17
Dry Marina Berths	Berth	.06/Berth	.08

Note: The following uses were not listed in the EIR table but were included in the Traffic Analysis:

Commercial Service	1000 sf	.00/TSF	.00
Food Service	1000 sf	.00/TSF	.00
Liveaboard Boats	Berth	.10/Berth	.13

* These uses have Outbound PM Peak-hour trip generation rates greater than General Industrial and are therefore subject to the equivalent FAR considerations required in Section III.A.

APPENDIX: D. PLANNING PARCEL EQUIVALENT ASSESSOR PARCEL NUMBERS

TABLE E
LIST OF PLANNING PARCEL
EQUIVALENT ASSESSOR PARCEL NUMBERS
(by Planning Area and Zone)

PLANNING PARCEL NUMBER		ASSESSOR PARCEL NUMBER
ZONE 1		
Planning Area 1:		
1A	"1750 Bridgeway"	64-082-02
1B	Terra Landing	64-032-01 64-081-01 64-082-01 64-083-02 64-084-05
1C	City of Sausalito	City Streets
Planning Area 2:		
2B	Schoonmaker Point	63-080-02 63-080-03 63-090-06 63-090-07
2C	Vincent Whitney-Interbay Lumber	63-090-02
2D	Cement Gun Property	63-090-03
2E	Easom's Boatyard	63-100-05
2F	Clipper Yacht Harbor #1	63-100-04
ZONE 2		
Planning Area: 2		
2A	Burkell Property (parcel north of Schoonmaker)	63-100-01
2G	Annicelli (Sea K Fish)	63-060-03 63-070-04 63-100-07

Planning Area: 3		
3A	Army Corps of Engineers, Bay Model	63-050-02 63-060-02 63-070-03 63-100-11 63-110-14
3B	Record Plant	63-110-01
3C	SWA Offices	63-110-09 63-110-11
3D	Office (Duryee)	63-110-12
3E	Marinship Park	63-110-13
3F	City of Sausalito	63-050-03 63-070-01
Planning Area: 4		
4A	Marina Plaza	63-040-02 63-050-01 63-110-03 63-110-04 63-110-05 63-110-06 63-110-07
Planning Area: 5		
5A	"Gerhardt" parcel west of Arques	63-120-01
5B	Arques Shipyard, Gate #3	63-040-01 63-120-02
Planning Area: 6		
6A	"2401 Marinship Way"	63-130-01
6B	Big "G" Supermarket	63-130-02
6C	Vacant Site (Post Office site east of 6B)	63-130-03

Planning Area: 7

7A	"150/180 Harbor Drive"	63-130-04, 06

Planning Area: 8

8A	Clipper Yacht Harbor #2, #3 & #4	63-010-16 Partial*
	* See Parcel 9G	63-020-01
		63-030-01
		63-140-08
8B	Storage Area (west of 8C)	63-030-02
		63-030-03
8C	Spaulding Boatworks	63-030-04

ZONE 3

Planning Area: 6

6D	"One/Three Harbor Drive"	63-140-15
		63-130-05
6E	Feng Nian Restaurant	63-140-18
6F	Commercial/Office Area (Bridgeway at Coloma)	
		63-140-20
		63-140-21

Planning Area: 7

7B	Industrial Center Building	63-140-14
7C	Heath Ceramics	63-140-04
		63-140-05
		63-140-06
7D	Restaurant/Commercial Area (Saus. Food Co.)	
		63-140-09
		63-140-10
7E	"475 Gate 5 Road"	63-140-24

Planning Area: 9

9A	Coloma Industrial Area	63-140-02
		63-140-03

9B	"200 & 150 Gate 5 Road Area"	63-152-07 63-152-08
9C	Auto Repair Area (Swiss Garage, etc.)	63-162-07 63-162-08
9D	Auto Repair Area (Paul's Cabinets, etc.)	63-162-06
9E	Joe Ray Auto Body	63-152-06
9F	Auto Storage Area (Jagger Enterprises)	63-152-95
9G	Clipper Property (at Varda Landing Rd)	63-010-16 Partial*
	* See Parcel 8A	
9H	Varda Landing Studios (York)	63-010-09
9I	Planeaway Sailboards, etc.	63-010-05
9J	Small Boat Center (Gordy Nash)	63-010-04
9K	Gate 5 Road Industrial (north of 9J)	63-010-03
9L	Office/Retail/Storage (York)	63-010-02 63-010-17

Planning Area: 10

10A	Houseboat Area (Anshen)	63-010-12
10B	Houseboat Area (Kingman Prop. Co.)	63-010-15
10C	Houseboat Area (Onslow-Ford, Vallejo)	63-010-14
10D	Houseboat Area (Veit)	63-010-06 63-010-07

Planning Area: 11

11A	Winblad Property (Bullard)	63-152-01 63-152-02
11B	"3000 Bridgeway"	63-162-04
11C	Health Club and Offices	63-162-05
11D	"3030 Bridgeway"	63-162-10 63-162-13
11E	"4000 Bridgeway"	63-162-01 63-162-12

APPENDIX E. PLANNING PARCELS BY ZONING CATEGORY

TABLE F
LIST OF PLANNING PARCELS BY ZONE

"I" ZONE
(by Planning Area and Zone)

ZONE 1

Planning Area 1:
- 1A "1750 Bridgeway"

Planning Area 2:
- 2B Schoonmaker Point
- 2C Vincent Whitney-Interbay Lumber
- 2D Cement Gun Property

ZONE 2

Planning Area: 2
- 2A Burkell Property (parcel north of Schoonmaker)

Planning Area: 3
- 3B Record Plant
- 3C SWA Offices
- 3D Office (Duryee)

Planning Area: 4
- 4A Marina Plaza

Planning Area: 5
- 5A "Gerhardt" parcel west of Arques
- 5B Arques Shipyard, Gate #3

Planning Area: 6
- 6A "2401 Marinship Way"

Planning Area: 7
- 7A "150/180 Harbor Drive"

ZONE 3

Planning Area: 6
- 6D "One Harbor Drive"
- 6E Feng Nian Restaurant
- 6F Commercial/Office Area (Bridgeway at Coloma)

Planning Area: 7

7B	Industrial Center Building
7C	Heath Ceramics
7D	Restaurant/Commercial Area (Saus. Food Co.)
7E	"475 Gate 5 Road"

Planning Area: 9

9A	Coloma Industrial Area
9B	"200 & 150 Gate 5 Road Area"
9C	Auto Repair Area (Swiss Garage, etc.)
9D	Auto Repair Area (Paul's Cabinets, etc.)
9E	Joe Ray Auto Body
9F	Auto Storage Area (Jagger Enterprises)
9G	Clipper Property (at Varda Landing Rd.)
9H	Varda Landing Studios (York)
9I	Planeaway Sailboards, etc.
9J	Small Boat Center (Gordy Nash)
9K	Gate 5 Road Industrial (north of 9J)
9L	Office/Retail/Storage (York)

Planning Area: 11

11A	Winblad Property (Bullard)
11B	"3000 Bridgeway"
11C	Health Club and Offices
11D	"3030 Bridgeway"
11E	"4000 Bridgeway"

"W" ZONE
(by Planning Area and Zone)

ZONE 1

Planning Area 1:

1B	Terra Landing
1C	City of Sausalito

Planning Area 2:

2B	Schoonmaker Point
2E	Easom's Boatyard
2F	Clipper Yacht Harbor #1

ZONE 2

Planning Area: 2

2G	Annicelli (Sea K Fish)

Planning Area: 8

8A	Clipper Yacht Harbor #2, #3 & #4
8B	Storage Area (west of 8C)
8C	Spaulding Boatworks

ZONE 3

None

"H" ZONE
(by Planning Area and Zone)

ZONE 1

None

ZONE 2

None

ZONE 3

Planning Area: 10

10A Houseboat Area (Anshen)
10B Houseboat Area (Kingman Prop. Co.)
10C Houseboat Area (Onslow-Ford, Vallejo)
10D Houseboat Area (Veit)

"CS ZONE"
(by Planning Area and Zone)

ZONE 1

None

ZONE 2

Planning Area: 6

6B Big "G" Super Market
6C Vacant Site (Post Office site east of 6B)

ZONE 3

None

"P" ZONE
(by Planning Area and Zone)

ZONE 1

None

ZONE 2

Planning Area: 3
- 3A Army Corps of Engineers, Bay Model
- 3E Marinship Park

ZONE 3

None

"OA" ZONE
(by Planning Area and Zone)

ZONE 1

None

ZONE 2

Planning Area: 2
- 2G Annicelli (Sea K Fish)

Planning Area: 3
- 3A Army Corps of Engineers, Bay Model
- 3F City of Sausalito

Planning Area: 4
- 4A Marina Plaza

Planning Area: 5
- 5B Arques Shipyard, Gate #3

ZONE 3

None

RESOLUTION NO. 3708

CITY OF SAUSALITO

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO ADOPTING THE MARINSHIP SPECIFIC PLAN, DATED APRIL 1988

WHEREAS, the City Council referred the December 1987 draft of the Marinship Specific Plan to the Planning Commission for its review and recommendations; and

WHEREAS, the Planning Commission has reviewed and made recommendations for changes to the Marinship Specific Plan, following public meetings on February 3, 10, 24, and 29, 1988; and

WHEREAS, the Planning Commission did adopt a resolution (No. 1988-10) recommending that the City Council adopt the revised Marinship Specific Plan; and

WHEREAS, the City Council has reviewed and made changes to the Marinship Specific Plan, following public hearings on March 8, 22, 24 and April 5, 1988; and

WHEREAS, the City Council's changes have been incorporated into a final draft of the Marinship Specific Plan dated April 1988; and

WHEREAS, the proposed Marinship Specific Plan was the subject of an Environmental Impact Report certified by the City on February 4, 1986;

NOW THEREFORE BE IT RESOLVED THAT the City Council does hereby adopt the Marinship Specific Plan, dated April 1988 and as amended per Exhibit 1, which is incorporated herein by reference.

PASSED AND ADOPTED at a regular meeting of the Sausalito City Council held on April 5, 1988, by the following vote:

AYES: Phillips, Mitchell, Peltz

NOES: Sweeny

ABSTAIN: None

ABSENT: Taber

APPROVED:

Lore Phillips, Vice-Mayor

ATTEST:

City Clerk

EXHIBIT 1

Page 22:

-Permit performing arts theater studio and rehearsal use. Occasional ~~L~~live performance presentation and film uses ~~are~~ may be permitted ~~only~~ with ~~approval~~ the issuance of an Administrative Conditional Use Permit.

Page 32: Last sentence in second paragraph under GENERAL INTENT

... A terminal for a ferry or similar marine transportation ~~should~~ shall not be located in the Marinship area.

Page 39: Second paragraph under Yacht Clubs

... It is not the objective to permit facilities created to ~~service~~ serve as largely commercial enterprises oriented to non-Sausalito harbor users. The facility ~~should~~ shall be limited in size, have limited dining and beverage services, including alcoholic beverages, and shall not provide for overnight accommodations.

Page 41: Fourth paragraph.

This parcel has been identified as a potential commercial facility, and as a potential site for a combined marine mammal research facility and veterinary clinic. ~~This is an~~ These are acceptable uses on this parcel.

Page 56: First full sentence on the page.

The parcel access depicted in the plan documents should be required, when reasonable, as part of any development plan...

Page 62: First sentence of second paragraph.

The implementation of the Pedestrian Paths (A and B) and Bike Paths shall be required, when reasonable, as part of any development or redevelopment plan...

Page 75: First sentence of second paragraph.

Implementation of all View Corridors shall be required, when reasonable, as part of any development or redevelopment ...

Page 87: First sentence on the page.

These standards shall be required, when reasonable, as part of any new construction, redevelopment, ...

Page 91: First sentence on the page.

The following standards shall be required, when reasonable, as part of any new construction, redevelopment, ...

RESOLUTION NO. 3824

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO ADOPTING AN AMENDMENT TO THE MARINSHIP SPECIFIC PLAN FOR THE PURPOSE OF ACHIEVING CONSISTENCY BETWEEN THE PLAN AND TITLE 10 OF THE MUNICIPAL CODE (ZONING)

WHEREAS, the Sausalito City Council, on 5 April 1988, adopted the Marinship Specific Plan and directed that an amendment to the Zoning Code, Title 10 of the Sausalito Municipal Code, be prepared to carry out and implement the policy directives of the Specific Plan;

WHEREAS, following provision of legal notice as required by state law and local ordinance, the Sausalito Planning Commission conducted public hearings on the proposed amendments to Title 10 and the Specific Plan, commencing on 12 October 1988 and concluding on 14 December 1988;

WHEREAS, in conformance with California Government Code Sections 65453 and 65350 et. seq., the City Council has received and considered the report and recommendations of the Planning Commission on the proposed amendments; and

WHEREAS, following provision of notice as required by law, the City Council has conducted public hearings on the proposed amendment, commencing on 31 January 1989, at which times all interested persons were given an opportunity to be heard.

NOW, THEREFORE BE IT RESOLVED that the City Council does hereby find, declare, and order that:

1. The proposed project is undertaken pursuant to the Marinship Specific Plan Environmental Impact Report certified by the City Council on 4 February 1986.
2. The proposed amendments are in conformity with and further the objectives and policies of the Sausalito General Plan, as amended through 5 April 1988.

3. After having considerd the matter, including the report and recommendations of the Planning Commission and the public testimony, the City Council has determined that certain changes to the proposed amendments would be appropriate.

4. The changes approved by City Council are incorporated into Exhibit A, "Amendments to the Marinship Specific Plan", attached hereto and by this reference incorporated herein.

BE IT FURTHER RESOLVED that the City Council hereby approves and adopts the amendments to the Marinship Specific Plan as stated in Exhibit A.

PASSED AND ADOPTED at the regular meeting of the Sausalito City Council on the 2nd day of May, 1989, by the following vote:

AYES: Councilmen: Buddie, Phillips, Rose, Sweeny, Mayor Mitchell

NOES: Councilmen: None

ABSENT: Councilmen: None

Robert Mitchell
MAYOR OF THE CITY OF SAUSALITO

ATTEST:

Janet F. Tracy
CITY CLERK

EXHIBIT A

Amendment to the Marinship Specific Plan
Adopted by Resolution No. 3824
May 2, 1989

Uses in the Marinship area should be limited to the following, and similar general types of uses as approved by the City, consistent with the goals, objectives and functional organization of the Marinship Specific Plan.

Non-polluting, low traffic generating, low intensity industrial uses, and the following uses to the extent they are compatible to an industrial area: warehousing; wholesale trade establishments; light manufacturing; office service and supply and industrial service and supply; art, including Fine Arts, Maritime Arts, Industrial Arts and Applied Arts, and craft workshops (no retail sales); industrial or marine-oriented research and development laboratories; small-scale appliance and equipment repair and service; boat storage, yacht clubs; wholesale and retail fish sales; employee eating establishments (independent eating establishments should be permitted only after review to determine the need for such a facility to serve the needs of the employees in the Marinship area and determination that the location and signing does not encourage use by persons outside the Marinship area).

Furthermore, the "I" zone shall:

- Permit existing office buildings and uses to remain:

- Prohibit general retail sales, except as a part of a commercial service business (one serving the needs of, and complementary to, the needs of the Marinship, such as a chandlery);

- Permit performing arts theater studio and rehearsal use. Occasional live performance presentation and film uses may be permitted with the ~~issuance~~ approval of an ~~Administrative~~ Conditional Use Permit.

a. TYPICAL CONDITION

The Industrial ("I") zone is the Marinship's largest and includes the widest variety of permitted uses. To the extent possible, especially on the larger sites, a mixture of uses is to be encouraged.

Unless noted otherwise, the typically permitted uses in the "I" zone parcels include: general industrial, marine industrial, arts, commercial service, limited amounts of restaurant and food service, and dry boat storage uses categories. Existing legal office, full service restaurant, and residential uses may remain as permitted uses, as noted elsewhere in this document.

The uses permitted in the "I" zone are defined in Appendix- B: Glossary of Terms. These are further qualified by the following standards:

Arts:

It is the intent of the Arts designation to allow art studio space, not retail art galleries. It is not the intent, however, to prohibit a limited number of "sales events" on-site, featuring the sale of art creations by the artist. The amount of permitted studio space dedicated to formal art display shall be limited. Signage or advertisement of the retail activity, if done on a regular basis, is prohibited. The sale of art work is to be by the actual artist or by a temporary assistant or employee.

Applied Arts:

Applied Arts is to be an inclusionary Arts use (e.g., it is only permitted in association with other Arts uses on a specific parcel). Applied Arts is not to exceed 50% of all Arts use on a parcel, and will be allowed only with the approval of a ~~under an Administrative~~ Conditional Use Permit.

Commercial Office:

The only new office use permitted in the Marinship will be limited to accessory office use (the small amount of office activity needed to administer the operations of an approved use). No new Commercial Office use will be permitted in the Marinship. Existing office buildings and uses may remain as permitted uses.

Commercial Retail:

No new Commercial Retail areas will be permitted in the Marinship. Commercial Retail will be permitted in the form of a full-service supermarket (in the CS Zone) or on parcels, and in amounts, where retail use has been previously approved by the City.

Commercial Restaurants:

A limited number of Commercial Restaurants will be permitted in the Marinship. Existing Restaurant use will continue to be permitted on parcels, and in amounts, where restaurant use has been previously approved by the City. A limited number of small restaurants (limited dining on the premises) will be permitted in the "I" zone within the Marinship. Restaurants with up to 40 seats may be permitted with a Conditional Use Permit on planning parcels of at least four acres. Applications for new restaurants shall require an analysis of the need for such a facility to serve

the needs of employees in the Marinship. A determination shall be made that the location and signing does not encourage use by persons outside the Marinship.

Commercial Food Service:

Commercial Food Service (no dining on the premises) will be permitted with a Conditional Use Permit in the Industrial Zone within the Marinship. The amount of food service square footage permitted on a parcel shall be determined after an analysis of the need for such a facility to serve the needs of employees in the Marinship. A determination shall be made that the location and signing does not encourage use by persons outside the Marinship.

Residential:

No new residential use will be permitted in the "I" zone. Existing, legal, residential use may remain as a permitted use on parcels, and in amounts, as have been previously approved by the City.

Public Access:

All shoreline parcels in the Marinship shall provide for the temporary tie-up of small boats, as required by the City. The number of such spaces shall be a minimum of one per parcel or 2% of the total number of berths in the harbor, whichever is greater, unless otherwise approved by the City.

The allowable development program for the "I" zone shall be as provided in the zoning ordinance, subject to the additional requirements and limitations of this plan. The zoning ordinance shall identify the maximum allowable Floor Area Ratio (FAR) as well as any specific ratios between the amounts of permitted uses. (Currently, the zoning ordinance FAR is 40% with no more than 15% in commercial use).

To maintain the industrial emphasis of this zone, no more the 40% of the permitted FAR shall be allowed for commercial uses. Such commercial use refers to commercial office, commercial services, restaurants and food services. Accessory office use is not included in this consideration. Commercial uses shall be permitted when developed with approved non-commercial uses.

The number of dry boat berths shall not exceed 100 berths per acre.

b. SITE-SPECIFIC EXCEPTIONS

The following are site-specific exceptions to

of the Marinship Specific Plan effort. The existing "W" zone is considered to be a Commercial District. As such, all uses in this zone are considered to be commercial. One element of the Specific Plan, in this zone, has been to distinguish between permitted industrial and commercial uses in the same manner as is currently done in the "I" zone. To this end the definition of Marine Industrial use has been narrowed to focus upon the industrial and service uses, relocating the marine commercial service uses to the Commercial Service use category, where they are separately controlled.

Unless noted otherwise, the typically permitted uses in the "W" zone include: marine industrial, arts, marine commercial service, food service, houseboats (no new houseboats allowed--existing houseboats may be legalized with a Conditional Use Permit), live-aboard use of marine service and pleasure boats, dry boat storage, marine service berths, pleasure boat berths, and open space. The uses permitted in the "W" zone are defined in Appendix- B: Glossary of Terms. These are further qualified by the following standards:

Applied Arts:

Applied Arts is to be an incidental use (e.g., it is only permitted in association with other Arts uses on a specific parcel). Applied Arts use is not to exceed 50% of all Arts use on a parcel, and shall be limited to those uses listed in the marine applied arts sub-category and will be allowed only with the approval of a under an Administrative Conditional Use Permit.

Commercial Service:

Only Marine Commercial Service is permitted in the "W" zone.

Commercial Food Service:

Commercial Food Service (no dining on the premises) and small-scale Eating Establishments (with limited dining on the premises, not to exceed 20 seats) will be permitted with a Conditional Use Permit on "W" Zone sites. The amount of food service square footage permitted on a parcel shall be determined after an analysis of the need for such a facility to serve the needs of employees in the Marinship. A determination shall be made that the location and signing does not encourage use by persons outside the Marinship.

Residential:

No new land-based residential use shall be permitted in the "W" zone.

boats, as required by the City. The number of such spaces shall be a minimum of one per parcel, or 2% of the total number of berths in the harbor, whichever is greater, unless otherwise approved by the City.

Yacht Clubs:

The only Yacht Clubs permitted in the Marinship are tax-exempt Yacht Clubs (those Yacht Clubs receiving less than 15% of their gross receipts from non-members). Such Yacht Clubs shall provide public service or use facilities, or limited size facilities to accommodate the temporary needs of transient boaters and shall provide a harbor service facility intended to meet the needs of Sausalito harbors and local residents. It is not the objective to permit facilities created to serve as largely commercial enterprises oriented to non-Sausalito harbor users. The facility shall be limited in size, have limited dining and beverage services, including alcoholic beverages, and shall not provide for overnight accommodations.

The allowable development program for the "W" zone shall be as provided in the zoning ordinance/, subject to the additional requirements and limitations of this plan. The zoning ordinance shall identify the maximum allowable Floor Area Ratio (FAR) as well as any specific ratios between the amounts of permitted uses. To maintain the marine and marine industrial emphasis of this zone, no more than 40% of the permitted FAR shall be allowed for commercial uses. Such commercial use refers to marine commercial services and food services. Accessory office use is not included in this consideration. Commercial uses shall be permitted when developed with approved non-commercial uses. The number of dry boat berths shall not exceed 100 berths per acre.

Note/ the "W" zone is currently considered a Commercial District in the zoning ordinance/ The Marinship Specific Plan would change this classification to an Industrial District/

b. SITE SPECIFIC EXCEPTIONS

The following are site specific exceptions to the typical "W" zone treatment described above.

ZONE 1

Planning Area 1:

1B Terra Landing (land and water areas)

The primary development objective is to preserve the maritime use and heritage of the Sausalito waterfront. This particular site has a tradition of mixed maritime, art and live-

a. TYPICAL CONDITION

The Houseboat ("H") zone is the only residential district in the Marinship. Except as noted below, this residential use is permitted on these parcels. *New development standards should be developed when revising the existing Zoning Ordinance.* Should residential use no longer be permitted in the "H" zone, the district shall be changed to a Waterfront "W" zone designation and be bound by the same standards.

The existing standards for the "H" zone shall be modified as follows:

Arks:

Arks are neither defined nor permitted in the Marinship under the current Zoning Ordinance. BCDC is in the process of evaluating the use and treatment of Arks within their jurisdiction.

An Ark in the Marinship Specific Plan is defined in Appendix B.1. No new Ark use will be permitted in the Marinship. Any Arks that predate the City's General Plan Adoption and BCDC control are to remain as permitted structures. Currently only one such structure, considered to be an Ark and meeting the above criteria, is found in the Marinship area, the Anshen residence, located on Parcel 10A.

Public Access:

All shoreline parcels in the Marinship shall provide for the temporary tie-up of small boats, as required by the City. The number of such spaces shall be a minimum of one per parcel or 2% of the total number of berths in the harbor, which ever is greater, unless otherwise approved by the City.

b. SITE-SPECIFIC EXCEPTIONS

The following are site-specific exceptions to the typical "H" zone treatment described above.

Planning Area: 10

10A Houseboat Area (Anshen)

This parcel contains a residential structure on pilings located over the water portion of the site. Since this unit is no longer a floating vessel it is not considered a houseboat according to the definitions used by BCDC or this Specific Plan document. Its physical condition most closely resembles an "Ark".

10C Houseboat Area (Onslow-Ford, Vallejo)

The City desires to retain as a historical landmark the ferry "Vallejo" and its site, which has been used for a variety of cultural, artistic and residential uses for over 30 years. The City may want to consider acquiring this parcel for open space or public use.

4. SHOPPING CENTER ("CS") ZONE

GENERAL INTENT

The Marinship Specific Plan objective for this parcel is that the full-service supermarket use in this zone be retained to serve the needs of Sausalito residents. The plan recognizes that a new postal facility is under construction on Parcel 6C. Since this is a federal government agency and does not require City or Plan approval, it does not appear in this plan as a designated use. Should the full-service supermarket use no longer be viable on these parcels, the plan objective would be to allow very limited industrial and marine uses. These are limited to: warehousing, lumberyards, and dry boat storage.

a. TYPICAL CONDITION

The original objective of the Shopping Center "CS" zone was to designate an area with uses that would provide Sausalito residents a place to obtain frequently purchased household goods. This purpose has narrowed in the Specific Plan process to preservation of the existing full service supermarket use on Parcel 6B. ~~A full service supermarket is also allowed with a Conditional Use Permit on Parcel 6C.~~

The United States Postal Service has recently purchased Parcel 6C and is developing a new local-serving postal facility on that site.

The non-supermarket and Post Office uses that would be permitted in the "CS" Zone are: lumberyard, warehousing, and dry boat storage. These uses are defined in Appendix- B: Glossary of Terms.

Commercial Retail:

The only permitted commercial retail use is a full-service supermarket.

Institutional- Post Office:

The Postal Authority does not require Plan approval from the City.

- Caruso's Deck (Parcel 8A): view of bay, marina, boat launch and maritime activity;
- Sandy Point, between Clipper #2 and #3 (Parcel 8A): views of San Francisco, the bay, marina, Corps operations, fishing boats, houseboats, and hillside;
- Sandy Point, between Clipper #3 and #4 (Parcel 8A): similar to Sandy Point described above;
- Clipper #4 access point (Parcel 8A): views of marina and houseboats;
- Vallejo Ferry Site (Parcel 10C): views of houseboats and bay.

D. SETBACKS AND EASEMENTS

1. BUILDING SETBACKS AND EASEMENTS

The building setbacks for Marinship parcels shall be as required in the Zoning Ordinance/ and as provided in this section. Evaluation of setback and easement requirements of any development proposal should include consideration of: public safety, use separation/integration, public access, view corridors, and support of the urban industrial character of the Marinship.

Building setbacks should adequately protect the public safety by separating buildings whose use or construction poses a threat to one another.

Building placement on a parcel should be clustered to the extent possible to optimize open space while providing definable urban forms, especially along street frontages. An "urban" rather than "suburban" treatment of building placement is preferred. In this context, buildings should define space rather than become points in space. Zero setbacks along streets and property lines are intended to encourage the placement of structures along the street to give the street definition and continuity. To the extent possible, or unless otherwise noted, buildings should not be set back from the street to provide space for parking lots. Instead, parking should be located behind or alongside the buildings.

The building placement on a parcel should respect the intent to provide public access, to provide views of Richardson Bay as well as views through the Marinship, and to create public and private open space areas.

These standards shall be required, when reasonable, as part of any new construction, redevelopment, or exterior building remodeling involving at least 25% of the existing Floor Area or representing 25% of the market value of the Parcel improvements. Existing structures, or undisturbed portions of existing structures, may remain in their existing locations, providing such positioning does not cause a threat to public safety.

APPENDIX: B. GLOSSARY OF TERMS

The Marinship Specific Plan document uses a variety of expressions, many of which are defined in the existing Zoning Ordinance (Section 10.102) or are commonly used planning terminology.

The Glossary of Terms is divided into two categories: terms used when describing, or referring to, the Specific Plan document contents, and the definition of the Specific Plan Uses. The terms are defined as follows:

1. SPECIFIC PLAN DOCUMENT TERMS

AFFORDABLE: The term has several applications. Affordable rent or sale price is one less than or equal to a percentage of annual personal income, typically a percentage of what is considered a Low and Moderate Marin County income level. An affordable income level is one established by the Sausalito City Council, and may relate to the Marin County Housing Authority definition of Low and Moderate income levels.

ARKS: ~~*A residential structure, once a legitimate floating vessel, currently supported on piers found over the water, with approved connections to public utilities and services, such as water and sewer,*~~ (Dwelling, Simgle Family Ark). A single family dwelling existing in the R-A Zoning district at the time of adoption of Title 10, or a single-family dwelling the exterior design of which is an exact replica of the structure existing at the time of adoption of Title 10.

BCDC: San Francisco Bay Conservation and Development Commission.

BERTH: A space or harbor slip for the mooring or storage of a boat. A "dry berth" refers to dry boat storage on land.

COUNCIL or CITY COUNCIL: The Sausalito City Council.

CUP: Conditional Use Permit.

DENSITY: A measure of residential intensity expressed as the number of residential dwelling units per acre (du/ac).

EASEMENTS: A variety of easements exist in the Marinship area. These include those for streets, railroads, pedestrian and bicycle ways, public access, public use, and navigational access. Of particular interest when calculating the amount of allowable development on a parcel are those described in the Zoning Ordinance, Section: 10.201.

EIR: Marinship Specific Plan Environmental Impact Report (Certified by the City Council February 4, 1986).

FLOOR AREA: see Zoning Ordinance, Section 10.102.

FLOOR AREA RATIO: see Zoning Ordinance, Section 10.102.

FULL SERVICE SUPERMARKET: Primarily a retail food store which also sells household supplies such as paper goods, cleaning supplies, and health and beauty items. May also include a small take-out deli or bakery.

GENERAL PLAN: City of Sausalito's General Plan, originally adopted in December 1970 and amended in 1979.

HARBOR: A part of a body of water protected and deep enough to furnish anchorage. Frequently interchanged with the term "marina".

HOUSEBOATS: ~~*A non-navigable residential structure floating on the water and connected to an approved water and sanitary sewer system.*~~ A boat, vessel or structure in the water intended generally to be supported by means of flotation and to be maintained without a permanent foundation, used principally for residential purposes and generally not used for active navigation, and provided with a city-approved sewer connection.

INCLUSIONARY USE and RATIO: A use permitted in the Marinship only when another specified use accompanies its development. For example, commercial is an inclusionary use in the "I" zone and can only be developed when done so concurrently with industrial. Commercial development or construction shall not be done prior to or independently of industrial. The inclusionary ratio is the designated proportional relationship between the inclusionary uses. Using the same example, the inclusionary ratio is the amount of commercial area permitted on a parcel as a proportion of the amount industrial area in the proposed development.

INTENSITY: A measure of the amount of permitted Floor Area to the size of the development area or parcel expressed as Square Feet per acre (sf/ac). Similar to Density except that it refers to non-residential uses.

LIVEABOARD BOATS: Navigable vessel with an accessory use as a residential dwelling.

LUMBERYARDS: Commercial facility devoted to the storage and sale of lumber and other construction materials.

MARINA: Frequently interchangeable with the term "harbor". The term generally applies to harbors for pleasure boat use, while the term harbor can also include marine service berths.

MARINE SERVICE HARBOR: A part of a body of water protected and deep enough to furnish anchorage for mooring of boats or similar floating vessels used in the performance of a marine industrial activity or service conducted on the vessel or nearby on the land.

Examples: The following is a partial list of potential uses which would be consistent with the intent:

-Boat building, fabricators
-Marine carpentry, cabinet making, woodworking.

FINE ARTS:

These uses include the design, crafting and construction of unique, fine art products.

Examples: The following is a partial list of potential uses which would be consistent with the intent:

-Artists, such as painters, potters, sculptors, photographers, poets and authors
-Art and Craft ~~galleries accessory to~~ studios (CUP)
-Publishers (CUP)
-Theatrical groups (CUP).

APPLIED ARTS:

These uses include the design, crafting and constructin of unique, custom made applied art products.

Examples: The following is a partial list of potential uses which would be consistent with the intent:

-Architects, building designers,
-Commercial photographers
-Computer software and hardware designers
-Graphic design, including production,
-Home decorators,
-Industrial designer,
-Interior designer,
-Landscape architects, designers
-Marine applied arts such as:
    -Marine graphics, illustrators,
    -Marine photographers
    -Marine publishers
    -Nautical arts and photography
    -Naval architecture, designers
    -Naval engineering

COMMERCIAL USES:

Intent:

The intent of commercial use is to provide Sausalito, primarily the Marinship, adequate commercial service support to ensure a viable industrial, maritime and art community asset.

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Examples:

The following is a partial list of potential uses which would be consistent with the intent:

-Bakeries,
-Delicatessen (packaged beer and wine as an accessory use),
-Foodstores (packaged beer and wine as an accessory use).

RESIDENTIAL USES (Land):

No land based residential use will be permitted in the Marinship except as follows:

- That currently permitted in the Houseboat (H) zone;
- Existing legal land based units outside the "H" zone will be allowed as legal non-conforming uses.

RESIDENTIAL USES (Water):

Intent:

It is the intention of the water-based residential use designations to address the special needs of the maritime industries and services, while attempting to enhance the public's access, use and enjoyment of the water areas.

Note: Liveaboard use of Maritime boats is described separately below.

Definitions:

HOUSEBOAT:

~~A non-navigable residential structure floating on the water, connected to an approved water and sanitary sewer system.~~ A boat, vessel or structure in the water intended generally to be supported by means of flotation and to be maintained without a permanent foundation, used principally for residential purposes and generally not used for active navigation, and provided with a city-approved sewer connection.

ARK:

~~A residential structure, once a legitimate floating vessel, currently supported on piers found over the water, with approved connections to public utilities and services, such as water and sewer.~~ (Dwelling, Single Family Ark. A single family dwelling existing in the R-A Zoning District at the time of adoption of Title 10, or a single family dwelling the exterior design of which is an exact replica of the structure existing at the time of adoption of Title 10.

PLEASURE BOAT LIVEABOARD:

Navigable vessel, in recreational use, with liveaboard residential occupant(s) for harbor or marina security purposes.